



RAIL HERITAGE WA

Members Newsletter

November 2008



FOR YOUR CALENDAR

Friday 14 November 8pm Entertainment Meeting – Lindsay Watson will make a presentation on the Peak Hill Tramway (constructed 1929-1931) which used G class locos.

Friday 12 December 8pm Entertainment and Christmas Social Meeting

Bring along your slides (and a plate of food) to share!

Membership

For your information and anticipation the next issue of the Westland is at the printer and will be sent out with the December mailout.

Ideas are being put in place for our **50th Anniversary** celebrations next year. In February the monthly meeting will have speakers reflecting on our history and hopefully some interesting pictures too. There will be a special publication for the 50th anniversary, so why not start writing your memories or funny stories and sorting out those photos of Society activities. In March a catered social evening is planned and so on. A train trip and historical activity will be amongst other activities. Do you have any ideas? Bring them along to a meeting and share them or pass onto one of the members of your Council? (Ed: we'd be delighted if you could help organise something too!)

Museum (Philippa Rogers)

SUNDAY 12 OCTOBER -RailFest was another great day and the participation from kindred bodies and ARG was a key factor in this outcome. What wonderful sausage sizzle cooks the ARG staff were!!! Their product was in great demand! And the presence of Q 4016 for display was an attraction enjoyed by the hundreds who attended the day. Thank you to all those you assisted in any way.

Numbers were a little less than last year but this did not detract from the success of the day. It is intended that, as next year is our 50th Anniversary year and the 20th anniversary of the first RailFest, 2009 will see our best RailFest yet.

Increased opening hours – Council has agreed that in 2009 we will trial a change in our opening hours. Beginning from 1 March the museum will be open on Wednesdays and Sundays each week, but not open on public holidays – these always cause a problem as to whether we are open or not!

Wednesday openings will be in school hours and it is hoped that this will provide a timeslot for school groups, etc. The WAMRC will also be open on those days.

We are therefore looking for someone to be responsible for the Wednesday openings for the year i.e. open and close the museum as well as staff the kiosk / take tour groups. **To acknowledge the commitment by an individual to do this we are offering a reasonable honorarium to cover costs of travel and recognise the on-going commitment.** Volunteer assistants for the kiosk will be on a roster and we will undertake a special recruitment campaign outside the Society in an endeavour to increase the number of people available. We do hope that those on the usual Wednesday school holiday rosters will be part of this as the school holiday time slots will continue to be an important part of our public openings.

If you are interested in this Wednesday position, or know of someone who may be interested, – then please contact Philippa on pmrogers@iinet.net.au or evenings on 9379 1424 or weekends at the museum or on 0417 961187. We will need to start promoting these changes early in 2009!

Life after Midland Workshops – the saga continues

To accommodate the rollingstock that had been / is still located at Midland as well as the new donation of the old Prospector Railcar and trailer we need to have a further 500m of trackage. 260m of this must accommodate standard gauge – including the proposed museum display tracks.

It had been hoped that land to the west (owned by WaterCorp) could be utilised as part of our expansion program. However engineering advice from that organisation has been that we cannot. We have been more fortunate in recent negotiations with the Town of Bassendean and have been able to secure land that will enable a new parking area and space for four 18m vehicles as well as separate access to services from May Holman Drive. This has yet to be approved by Landgate and so it could take 6 -12 months before this land is available for development.

Your Council is therefore supporting the proposals by Dowerin Shire for a facility in that area (both in town and at Minnivale) as well as the opportunity for a small changing display in a purpose built shed at Walkaway. Our involvement with Boyanup is also now critical to the future of our collection and more vehicles can be sent there but roof cover will be needed.

As part of the process a re-evaluation of why we have some items in our collection will occur, though any disposal is expected to be quite limited and will generally reflect duplications of items.

The Midland Development Authority (MRA) have written to us in the last month and advised that we need to empty the storage area that they provided for us in the Oil Store. This contains palletised parts (now unobtainable elsewhere), furniture and machinery for workshop use – stored there in anticipation of our return to Block 1 after the asbestos roof was replaced. So a major storage problem is now approaching in addition to that already faced at the museum. Container storage is one of the options being considered. But once again our efforts are being directed to activities demanded by an outside body and this means that both day-to-day work and strategic planning energies are directed elsewhere. We certainly need more people prepared to assist in the actual ‘doing’ of things.

The proposed replacement of the roof area at the rear of the site into a workshop is

essential to our future but the very construction of such a facility means that the rollingstock stored in it will have to be displaced and so we will have less trackage available. It is essential that the MRA continue to store the remaining items there for us whilst this is undertaken and that the other options listed above are undertaken as expediently as possible. There are solutions and we should end up with an excellent museum and workshop facility but it will take time and a massive commitment from our volunteers.

Situation Vacant – Newsletter editor / compiler

This is a task that can be undertaken in the comfort of your home at a time you choose! Email communication is essential to ensure current news. You don't even have to visit the museum – in fact you could live in the country or even interstate.

However the current 'fill-in' editor will **not** be able to do this after December. As there is no mailout in January then we need a new editor for February 2009 and beyond.

Please contact Philippa on pmrogers@iinet.net.au or evenings on 9379 1424 or weekends at the museum or on 0417 961187 to discuss this.

Museum Roster (Paul Collin)

DATE	KIOSK/SALES	SITE SUPERVISION	OPEN/CLOSE
Sun 16 Nov	C Lofthouse J Austin	<i>Vol Req'd</i>	P Collin
Sun 23 Nov	S Rayner P Vanderwal	D Inglis	G Watson
Sun 30 Nov	G Higham R Higham	T Gillett	P Collin
Sun 7 Dec	A Higgs K Freind	<i>Vol Req'd</i>	K Freind
Sun 14 Dec	A Drakeford S Rayner	T Gillett	G Watson
Sun 21 Dec	P van der Wal P Tranter	<i>Vol Req'd</i>	P Collin
Sun 28 Dec	P Rohan A De Smalen	T Gillett	A DeSmalen

Note: Not opening Wed 24 December.

School holiday Wednesday openings start 31 December.

The museum will not be open on public holidays in December and January. This is consistent with the practice of the last two years.



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December 2008



FOR YOUR CALENDAR

Friday 12 December 8pm Entertainment and Christmas Social Meeting

Bring along your slides (and a plate of food) to share!

Friday 9 January 2009 8pm Entertainment- Graham Watson will select 16 mm films of WA from the Archives for projection. Danny Brennan has recently donated film, etc taken in W.A. of Railways for publicity purposes.



**FRIDAY 13 FEBRUARY 2009 8PM (at Museum) –
50TH BIRTHDAY MEETING.**

**DO NOT MISS –mark this night in your calendar
now. Some great memories to be shared!**

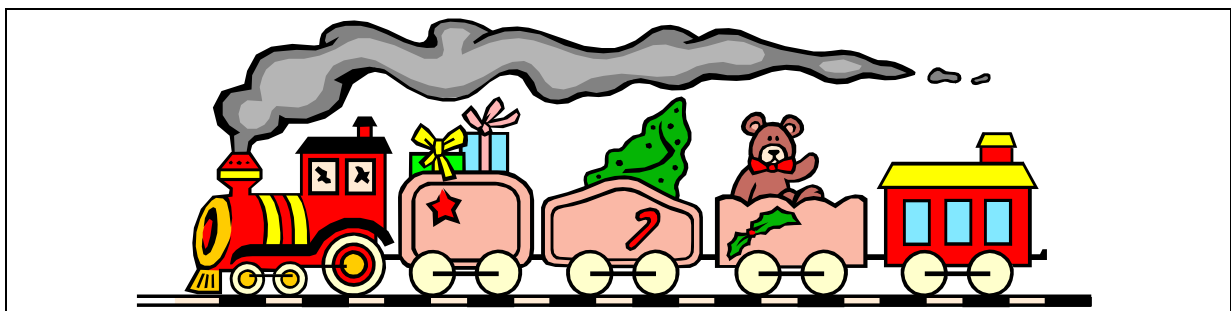


Sales -Whether you come on the meeting night, on a Sunday afternoon or place an order by mail or through the website, there are some great Christmas present ideas on sale at the museum. We are selling an interesting 2009 calendar of the Mundaring Weir with interesting construction photos. A good range of books and DVDs are also available, as well as some Thomas the Tank Engine toys for children.

Membership

It is time for RHWA to upgrade its Strategic / Business Plan. In light of recent changes this will be a vital document as part of being able to move forward. In order to enable all members to have a say in the process, we have identified some key questions and included these in a survey in this mail out. This is your chance for your ideas to be tabled, so do take the time to think about the future and return the forms! (Either by post or drop into the museum by 28 January 2009)

We have been around for almost 50 years – quite an achievement, but our next moves are probably similar in importance to the acquisition of the museum site.



From your RHWA Council best wishes are extended to all members and their families and our supporters for Christmas and the New Year.

Museum (Philippa Rogers)

Gardens: The late rains have presented us with a batch of weeds unlike any seen for many years. This is quite a challenge to manage at the moment and anyone who can help with the gardens will be warmly welcomed on Tues, Thurs or the weekends. Little things make a difference, like Jane's action - she waters the pots of plants every Sunday afternoon. Thanks also to Theo for his weeding work.

Increased opening hours –Beginning from 1 March the museum will be open on Wednesdays and Sundays each week, but not open on public holidays – these always cause a problem as to whether we are open or not! We have had a most satisfactory indication of interest for the commitment of opening and closing the museum every Wednesday and Council is finalising arrangements with that person. The 1 March will also be the date for an increase in entry fees to the museum – the first since GST was introduced i.e. almost nine years. Well overdue!

Interpretation Planning. We were fortunate to receive a Cultural Heritage – Interpretation grant from Lotterywest for \$14,500 to enable a consultant to prepare an Interpretation Plan for the whole museum. This will be undertaken by Latitude Creative Services in 2009.

Rolling Stock Report (Allan Brinkworth)

AYC 510 - Its interior in final stages of fit out and is awaiting new carpet to permit installation of seats. The exterior paint work almost completed too. Unfortunately 3 of the P/A speakers are missing and are difficult to replace being an odd size

Bullion van – in its 100th birthday year its secondary roof repairs proceeding slowly but thoroughly including unusual timber work. The other materials for its main roof repair on hand. We are contemplating which of 3 different interior layouts, used over the years, to restore for display and will examine carefully the remaining interior.

Australind cars AYC 500 and AYD 550 are both undergoing end door repairs

ARA – exterior side deterioration its being assessed and a budget drawn up.

AVL 314 and AF 261- Hopefully work will recommence on these two cars in the near future

ZF 441 (four-wheel brake van) - major repairs on North side progressing

AVDP (relay van) – Corrosion damage and doors receiving appropriate treatment

ARD 83 – (Wegmann twinette) Vestibule restoration completed

YX 86 steam loco - Surface preparation for repaint commenced The **Lake View & Star loco** frame is being treated with rust inhibitor.

Situation Vacant – Newsletter editor / compiler

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Please contact Philippa on pmrogers@iinet.net.au or evenings on 9379 1424 or weekends at the museum or on 0417 961187 to discuss this.

Boyanup (Ian Carne)

By the time that you receive this mail out, the upgrading of the perimeter fence should be completed. This will improve the security of the area and in due course visitor movements. The Gangers Cottage, old club rooms and the AH coach are fenced off from the main museum area.

November saw the graduation of the Horticulture Class and the presentation of their Horticulture Certificate 2. The transformation of the cottage grounds is to be seen to be believed. A Certificate of Appreciation bearing the logos of RHWA & the Boyanup foundation was presented to each student.

On Monday 1 Dec Norm Chapple and I representing RHWA & Boyanup Foundation turned on a thank you BBQ for the section 95 crew. Lately the crew has been busy dismantling things considered to be of a hazard. The cleaning up process has nearly been completed with about another couple of days to see it finished. Tree pruning will be undertaken over the next couple of weeks. This is an educational course with a qualified instructor giving training in the operational requirements in the use of Chain Saws and Pole Saws. A certificate of Competence is issued on completion.

Don Brett & Allan Dhu have stripped down the seized gear box on the Fairmont Gangers Trolley. New bearings and seals have arrived, so the rebuild will commence on Sunday 7th Dec. The bent and broken brake rigging on Trolley No 317 was sent over to the Collie group for straightening and welding and is now back ready for painting. My thanks to the Collie guys. It is nice to be able to work in with other like minded people.

Well that's about it, except to say ***'Merry Xmas & Happy New Year to all'***

Life after Midland Workshops – the moves continue

Tuesday 11 November saw two rail movements out of the old Workshops. The first was XA1405, AYS 461, AY 26 and an ARA hauled by AB 1534 to Bassendean – a huge thank you to ARG for all the work leading up to this event. The second involved the movement of five standard gauge car through the yard to Bellevue. These were ARF 85, ARE 106 (both sold to Gemco for conversion to crew cars and have already left the state), restored cars ARE 107 (Wegmann roomette) and AVEP 350 and finally EH 54. The last, our only turtle backed CR car, is in external stripped down condition, and without nowhere else to store it has to be moved into the open at Bassendean. Of course there is no room at Bassendean either Our thanks to South Spur Rail for their great cooperation with this exercise.

In order to manage the Midland Development Authority's request that we empty our material from the Oil Store RHWA has put together a grant to Lotterywest asking for some shed modifications and storage containers. We have also asked for funds to develop a storage area for the small artefacts that are unable to be stored / accessed within the Exhibition Building.

The MRA have offered us rail material sufficient to cope with the track changes we have to make at the Museum to accommodate items including the old Prospector. We are grateful for this and are currently trying to locate a place to store it! At this stage it has to be removed by mid- February so time is again an added concern.

Museum Roster (Paul Collin)

DATE	KIOSK/SALES	SITE SUPERVISION	OPEN/CLOSE
Sun 14 Dec	A Drakeford S Rayner	T Gillett	G Watson
Sun 21 Dec	P van der Wal P Tranter	Vol Reqd	P Collin
Sun 28 Dec	P Rohan A De Smalen	T Gillett	A DeSmalen
Wed 31 Dec	J Bond G Costello	Vol Reqd	G Watson
2009	J Austin	T Gillett	P Collin
Sun 4 Jan	C Lofthouse		
Wed 7 Jan	S Barber G Watson	Vol Reqd	G Watson
Sun 11 Jan	A DeSmalen S MacKay	T Gillett	A DeSmalen
Wed 14 Jan	J Bond K Freind	Vol Reqd	K Freind
Sun 18 Jan	L Hunter P Tranter	T Tobin	G Watson
Wed 21 Jan	P vanderWal S Rayner	Vol Reqd	P Collin
Sun 25 Jan	G Higham R Higham	A DeSmalen	A DeSmalen
Wed 28 Jan	K Freind J Bond	T Gillett	K Freind
Sun 1 Feb	A Higgs A Drakeford	M Searle	G Watson
Sun 8 Feb	B Peacock P Rohan	T Gillett	P Collin
Sun 15 Feb	A DeSmalen S Rayner	T Tobin	A DeSmalen
Sun 22 Feb	J Austin C Lofthouse	T Gillett	G Watson



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April 2009



FOR YOUR CALENDAR

Friday 17 April at 8pm. Member's Slide Night

Please note the change of date for the April meeting. This has been necessary due to the normal meeting night landing on Good Friday.

Bring along your slides to share. In keeping with our 50th Anniversary, we would like the subject to be any slide taken in WA since 1959 – covering the time and the territory of ARHS (WA Div).

Friday 8 May at 8pm. Slides by Noel Zeplin

Entertainment will be a selection of slides taken by Noel Zeplin in W.A. from the 1960s. As well as slides from the then W.A.G.R. network, it is hoped to include some shots of iron ore railways in the Pilbara in the early years of operation of Goldsworthy Mining, Hamersley Iron and Mount Newman.

50th Anniversary Dinner (Ian Studham)

Saturday 28th March saw the 50th Anniversary celebrations continue with a sizeable group of nearly 70 members and friends enjoying an evening Barbeque buffet under the main exhibition roof at the Railway Museum. Festivities started shortly after 5 with the main course served at 6.30.

Geoffrey Higham had mustered a number of individuals into supplying and scanning photos of members involved in Society activities over many years and the resultant power point slideshow was very much enjoyed by all present. Many members present were featured as much younger individuals.

The President Mr. Brian Williams made a short speech welcoming all assembled and thanking those who had organised the event, then presented a bouquet of flowers to long serving Councillor Philippa Rogers who has recently retired from Council duties.

President's Report (Brian Williams)

The response to the Dinner on 28 March was excellent and all present had an enjoyable time and meal.

Thanks go to Philippa Rogers for her efforts in organising the evening and to Derek Wooldridge for assisting with the bookings and for being 'cashier' on the night.

The evening was spoilt later when the Museum was again attacked by graffiti vandals.

Council accepted with regret the resignation of Philippa Rogers owing to work commitments. Council will look at ways and means of overcoming this loss and will in

due course be seeking assistance from the membership in this regard. Please give some thought to representing not only yourself, but the membership, on Council.

I will be away for the next four weeks touring western China and will return in time for the May meeting. By the time you receive this, Easter will well and truly be over and I hope that the Easter Bunny was good to you.

Rollingstock Report (Ian Studham)

Work on AYC 150 continues, with the focus being on the finishing touches for some areas, including final varnishing around the entry vestibules and toilet end. New laminated glass has been provided for the centre draught-screens and the centre doors. Also, new carpet has been purchased for this vehicle at a very reasonable price, thanks to Dominic Bennet for sourcing and co-ordinating this. Once the old carpet has been removed and the new installed the long awaited process of re-installing the seats can begin. With all the finished fixtures and trim now in place on the interior walls, this car is beginning to look very impressive.

Alan and Jean are partway through a complete repaint of MRWA General Manager's saloon KA 17. The last time this car received major attention was prior to the Centenary of The Midland Railway excursion in 1994. One of the resident carpenter magicians, Derek, is also performing some remedial repairs on the curved roof fascias at the east end, and is also finishing a long standing job of re-installing the roof fascias along each side of the car.

Geoffrey is toiling away on the north side roof of the bullion van, where during recent months he has effected extensive roof-stick repairs. Once he is satisfied that the timbers in that area are properly prepared for re-canvassing attention will turn to the crown of the roof where some remedial work needs to occur around the vent openings.

John Brown continues on his quest to repair and renovate the end communication doors on the various "Australind" cars. Without exception these doors require re-hinging to some extent, along with trueing and re-building of the bottom where they have been dragging across the floor and treadplate.

Neil is making slow headway re-lining the freight doors on the ABCY Standard Gauge relay van. Most of these doors underwent almost complete rebuilds and much work is needed around the doorways to get them back to a state where they seal properly.

Ian S is back dealing with the side fascias and roof guttering of sleeping car AQZ 423, installing secondhand teak fascia boards rescued from elsewhere to replace the badly split jarrah boards formerly in use. Work will continue down the north side of the car replacing life expired masonite panels with new ply.

Allan Lee and Colin are plugging away inside and out on workmans van J1, having re-started this long-dormant project. The results are obvious.

The FOF's continue to diligently attack the many components from the Lake View and Star locomotive, concentrating on cleaning up the many mechanical parts prior to starting the re-assembly of what is currently nothing more than a frame.

Roy, Tony and Les are cutting and pasting on steam loco A 11. Many years out in the elements on the top road haven't done the tender or the smokebox any favours and much cutting out of wasted plate has resulted. A whole new section of plate will need to

be rolled for the crown of the smokebox before the smokestack falls in under it's own weight.

Ian Rourke has almost single-handedly finished the new section of railway line along the rebuilt platform face, but got some well deserved assistance last weekend from the younger brigade who drilled and spiked along the whole length. Ian has almost finished the final link-up, then a lift and pack is required before the carriages can go back in.

Allan Brinkworth, whilst keeping an eye on all this activity, has been stripping back and repairing the corridor door from dining car D 20, preparing it for varnishing and slowly returning it to its former glory.

John Wearmouth, with assistance from Mick and Dom, is preparing the small shed to receive end walls and a new reinforced cement floor. This shed will be used for storage as well as serving as the "Bogie shop", and John is laying out the rail which will be embedded in the concrete giving both narrow and standard gauge trackage in the shed.

From your Council (April 2009) (Ian Studham, Secretary)

- Council noted the resignation, effective immediately, of Philippa Rogers due to personal reasons. The President and all Councillors are unanimous in their praise and respect for the prodigious input Philippa has provided to the Society over many years on Council, and would like to publicly express our gratitude and appreciation for her work, advice and dedication. Philippa has agreed to continue to assist with the administration of the Society in a limited manner, working in some very specific areas, so her knowledge and talent is not lost to us. However overall she will be having a much deserved rest from the many unseen yet ever-present duties she has undertaken to deal with over many years.
- The platform upgrade continues with the rail line almost at the point of being completed. Once this has been achieved the rollingstock will be relocated into the platform and the work will turn to organizing for the top road renewal to begin. At a later date consideration will be given to providing a different rake of rollingstock in the main platform, including a locomotive
- Council agreed to the relocation of Museum van ZJ 270 to Boyanup. This van, being a duplicate in the collection, was considered for immediate disposal, however Boyanup has a need for an enclosed and suitably fitted out display area while the goods shed renovation is dealt with, and 270 will serve that purpose well.
- Council is to look at asking the membership to assist with dealing with one-off tasks. In this way members with certain experience or specialized skills may be able to assist the Council without having to commit more time to the administration of the Society than they can afford.
- One of the many things that Philippa Rogers did was organize the mail-out of the monthly newsletter. In the absence of someone else to do this Council has agreed to halt the monthly mail-out until a new volunteer can be found to step forward. Monthly newsletters will still be sent electronically to those members with e-mail addresses provided. Any volunteers?
- It was noted that while the attendance figures for the recently introduced Wednesday openings have been low, they are gradually increasing.

- We were successful in our application for \$47,000 from LotteryWest for storage solutions. This money will provide containers for the storage of items ex-Midland Workshops, assist with the conversion of one of the rear workshops for further storage and allow us to enclose the remaining open verandah section of the Noel Zeplin Exhibition Hall for use as secure small item storage.
- Council resolved to proceed with the project to establish a new enclosed work facility at the rear of the museum site, and to that end start planning and exploring funding avenues and options.

Boyanup Notes (Ian Carne)

Well, its all go down here at the moment. A lot of time and effort has been put into the Royalties for Regions grant for the upgrading of the ablutions block, to bring the existing toilets up to current standards with disabled access, proper pathway access and complying with local LGA health requirements. Incorporated in this application is landscaping of the immediate area. This package comes in at \$79,045.38. However we feel confident. If we are successful it will enable us to open the museum on a restrictive basis. Other project irons in the fire, if the furnace is stoked correctly, total approx \$157,000.00. However I can't reveal what they are at the moment.

I look forward informing you of the success of these future projects.

As always the section 95 guys are busy at it; currently it's the resleepering of 80ft of collapsed track, along with other chores such as clean up, work bench construction, step construction, rebuilding of the roundhouse doors and a variety of other chores too numerous to recall.

Shanghaied volunteers Danny & Dolly Bovinee of Dardanup are doing a tremendous job of clearing the track areas of tall weeds; this has given me the opportunity to apply more KarnKill to the pest weed Caltrop. This year's infestation is low compared to past years so we must be gaining on it. For those who don't know, Caltrop is akin to Doublegee and is a real nuisance

Sunday 29th March saw the Petters motor from WAGR gangers trolley No 317 get a quick head job and a carbie flush. First compression on the crank handle and it burst into life and ran as smooth as silk. Well done Allan Dhu. In the mean time Don Brett was putting in a new second hand floor in the Fairmont trolley

A combined work effort with our volunteers, section 95 crew and volunteers from HMAS ARUNTA is taking shape. The project is to erect an 11m picket fence with gates from the roundhouse wall across to the Lions workshop. Section 95 crew will put in place the posts and gates, our volunteers will prepare the pickets, HMAS ARUNTA volunteers will secure the rails to the posts, attach the pickets and, time permitting, paint the finished product. And of course there will be time out for fellowship. This will take place during HMAS ARUNTA's visit to Bunbury for the ANZAC day parade.

Again we are fortunate to have another Jobs South West horticultural class, which is held in the cottage garden area. This class commenced on the 13th of March and again they have applied themselves with much enthusiasm. After the initial clean up on day one, the effort commenced in establishing a organic vegetable garden incorporating companion planting. Of course this is only one training unit of many. One unit is propagation and as an exercise the students will be looking for old grapevines eg Muscatel to propagate to use as screening plants along parts of the fence. Most

gangsters' and examiners' humpies had old style grapes growing on them. Even the examiners at Forrestfield had grapes growing.

Saturday 28th of March saw the museum visited by a contingent of Capel Shire Councillors. Feed back was very positive, with one lady offering her services when she retires from council at the next election.

Newsletter items (Peter Hopper)

I can be contacted by email at phopper@iinet.net.au, at monthly meetings, or via snail mail at 7/4 Centro Avenue, Subiaco, 6008. While email contributions do make the editorial activities easier, I am quite willing to accept written items and reports. I can be contacted by phone on 9380 4106, however I am unable to take items verbally over the phone. Please, all contributions do need to have an identifiable contributor; could you ensure that you provide your name and contact details with all items.

Next issue - Deadline – 1st May, 2009; contact phopper@iinet.net.au

Museum Rosters

Sunday Museum Roster (Paul Collin)

DATE	KIOSK/SALES	SITE SUPERVISION	OPEN/CLOSE
Sun 12 Apr	S Rayner G Watson	G Costello	G Watson
Sun 19 Apr	B Peacock P Tranter	T Gillett	A deSmalen
Sun 26 Apr	G Higham R Higham	M Searle	P Collin
Sun 3 May	A Drakeford K Freind	T Gillett	K Friend
Sun 10 May	L Hunter A deSmalen	T Gillett	A deSmalen
Sun 17 May	C.Lofthouse J Austin	T Tobin	P Collin
Sun 24 May	G Higham R Higham	T Gillett	G Watson
Sun 31 May	P van der Wal B Peacock	T Gillett	P Collin

Wednesday Museum Roster (Ruth McCole)

DATE	KIOSK/SALES	SITE SUPERVISION	OPEN/CLOSE
Wed 8 Apr	Ray Webster Radeea Morshed	Trevor Tobin	
Wed 15 Apr (S. Hols)	Jim Bond Gay Cruickshank	Simon Barber	
Wed 22 Apr (S. Hols)	Steve Rayner Kim Friend	Theo Gillett	
Wed 29 Apr	Diana Chin John Adamson	Ray Webster	
Wed 6 May	Radeea Morshed Gay Cruickshank	Trevor Tobin	

Closure of Midland Railway Workshops Interpretative Centre (Philippa Rogers)

A note to all members that we have been advised (by the Labour History Society) that the Midland Railway Workshops Interpretative Centre has closed and may reopen in 2-3 years.

Did you know.....

100 years ago from WAGR records and Weekly Notices

The railway system was expanding, with a number of new sections under construction.

On the last day of March 1909, the extension from Jarrahwod to Nannup was opened to traffic. G class engines were the motive power, with the load being 110 tons in each direction.

In many cases, as new lines were being built, the sidings provided were identified by their mileage, or by simply numbering the sidings. Official naming would occur later. During April of 1909, No 1 and No 2 Sidings on the Noggerupp to Boyup extension were renamed to become Wilga and Benjinupp respectively. Note the spelling; this was still the era when the standard spelling of aboriginal names now ending in 'up' were given as 'upp'.

Closer to Perth, there were changes made to the interlocking at Pinjarra, in conjunction with the construction of the railway line into the Darling Range to Marrinup. While the signals to and from the Marrinup line were provided at this time, they were not brought into use until the later opening of the line.



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April 2010



FOR YOUR CALENDAR

Remember – meetings at 8 pm, second Friday of every month – why not put them in your calendar now?

Friday 9 April at 8pm. Joy Brann and times at Cook.

Joy Brann has published a book titled “Stout Hearts for Steep Hills”. Whilst steep hills are not a feature of the Nullarbor, she will address the meeting and relate some aspects of the life and times of nurses who worked in rail settlement along The Line; the challenges they encountered in the provision of health care from the mid 1920s to the 1990s. Small hospitals and Medical Centres provided an extensive range of services, delivery babies, saving lives and supporting isolated Fetter’s communities. The Line was more than railways tracks; it was a Life Line!

Friday 14 May at 8pm. 1970s Rail Scene on the Move

Remember the 1970s? For us who are more elderly, it was a time of change; steam had gone, but the rail network was still extensive. For those younger than me, this is your chance to understand what we enjoyed in that decade. Lindsay Watson has transferred Super 8 movies taken in the 1970s in WA to DVD and will show some of this footage. Come and see how much the rail scene has changed.

Open day for rail enthusiasts at the

Railway Museum

Bassendean, Sunday 2 May 2010

11.00 am to 5.00 pm

- Book launch - Bill Gray's revised, fully detailed, guide to our museum exhibits – now printed in colour. Special first-day price !
- Selected stalls catering to enthusiasts
- Behind scenes tours - see restoration area and talk to restorers**
- Tours through an XA diesel engine room (bring own ear-muffs!)**
- Model displays - WA prototypes only, all sizes
- Behind-the-scenes tours of model railway
- Used book sale
- Sales on commission (rail artefacts, books, etc) - we advertise per catalogue on our website

Tell your rail enthusiast friends!

***For insurance and safety regulatory reasons, participants in these tours must wear hats and closed shoes and be over 12 years of age.*

Volunteers also needed ! See Geoffrey at April meeting or ring 9279 7189 or editor@railheritagewa.org.au

Museum Planning Day – 10th April (Brian Williams, President)

A Museum Planning Day is being held on Saturday 10 April, commencing at 1.00pm, at Bassendean.

It is intended that the recommendations of the Interpretative Plan will be discussed, planning for future generations to enjoy the facilities, investigate the best possible means to fund and build a 'workshop building' to facilitate restoration of all rollingstock and to work towards the future so that the Society can enjoy another 50 years.

Afternoon tea will be provided, and all those interested are cordially invited to attend.

Online Sales

Two new books expected to be on sale at the Enthusiasts' Day, 2 May 2010. The bookshop will be restocked with a wide range for this event.

Don't forget; if you are unable to get to Bassendean to purchase from the wide range of books at the Museum kiosk, many are now available for online purchasing and postal delivery, both within Australia and to overseas. To make use of this service, please visit the online website at www.railheritagewa.org.au and follow the links to Online Sales Pages at the lower left, or the Sales icon at the top of the screen.

Boyanup – March 2010 (Ian Carne)

Well, the God of all things going Pear Shaped is still lurking in our domain, causing a variety of problems that we could well do without. But I'm not going to bore you with the problems.

Not a lot has happened over the summer period, due mainly to the hot conditions. The toilet block renovations are near completion with the power supply due to be connected very shortly. Then Norm Chapple will be wielding the brush, painting the interior. I look forward to his selection of colours. Next it will be the area landscaping done jointly with the section 95 crew and the 2010 Horticultural class which commenced on the 8th of March.

We have again applied for a grant in the latest round of Royalties for Regions. For a sum total of \$30,000, it is for completion of power supply and lighting to the Roundhouse Workshop, removal of the rail at Turkey Point, alloy steps for the Museum on Rail and other coaches, and refurbishing of the grounded "Z" to be used as a picnic shelter.

Also in the mixture is the pricing up of repairs and modifications to the old Bunbury Goods shed. This is big dollar expenditure and I would not be surprised to get a cost estimate rather than a firm quote. A figure of \$350,000 plus would not surprise me.

I hope you all get your Easter Eggs before the Calici Virus gets the Easter Bunny.

Happy Easter to all.

Newsletter items (Peter Hopper)

Next issue - Deadline – 24th April, 2010; contact phopper@iinet.net.au.

Museum Rosters

Sunday Museum Roster (Paul Collin)

DATE	KIOSK/SALES	SITE SUPERVISION	OPEN/CLOSE
Sun 4 Apr	K.Freind, A.Drakeford	M.Searle	K.Freind
Sun 11 Apr 2 parties	P.Tranter, G.Turbett	T.Gillett	P.Collin
Sun 18 Apr Party booking	S.Rayner, B.Peacock	T.Gillett	G.Watson
Sun 25 Apr	G.Higham, R.Higham	J.Adamson	G.Higham
Sun 2 May	Special arrangements		K. Friend
Sun 9 May Party booking	P.Hopper, L.Hunter	T.Gillett	G.Watson
Sun 16 May	G.Turbett, S.MacKay	T.Gillett	P.Collin
Sun 23 May	C.Lofthouse, J.Austin	T.Gillett	G.Watson
Sun 30 May	G.Higham, R.Higham	J.Adamson	G.Higham

Wednesday Museum Roster (Lynda Butler)

DATE	KIOSK/SALES	SITE SUPERVISION	OPEN / CLOSE
7 April School Holiday	Steve Rayner	John Adamson	Lynda Butler
14 April Filming – 9.30-4.00 School Holiday	George Turbett	Bob Johnson	Lynda Butler
21 April	Steve Rayner	Trevor Tobin	Lynda Butler
28 April	George Turbett	Theo Gillet	Lynda Butler
5 May	Steve Rayner	John Adamson	Lynda Butler
12 May	George Turbett	Trevor Tobin	Lynda Butler
19 May	Steve Rayner	Theo Gillet	Lynda Butler
26 May	George Turbett	John Adamson	Lynda Butler

Remember the Open Day for Railway Enthusiasts at the Museum on Sunday 2nd May from 11am to 5pm. For all who are interested in railways, so let all your friends know and bring them along for a different experience.

Volunteers are needed on the day to help with the multitude of small tasks – please assist your Society in its endeavours.



RAIL HERITAGE WA

Members Newsletter

August 2010



FOR YOUR CALENDAR

Remember – meetings at 8 pm, second Friday of every month – why not put them in your calendar now?

Friday 13 August at 8 pm. 2009 Year in Review

You have read the 2009 Year in Review article in the Westland; now see “2009 Year in Review” a DVD produced by Murray Rowe featuring trains operating on the ARTC Network, standard and narrow gauge trains hauled by locomotives owned/operated by Pacific National, QR National, SCT, Hotham Valley Railway and Coote Industrial. Some old favourites and some new locos.

Friday 10 September at 8 pm. Indonesian Railways

Member Paul Collin will provide a presentation on railways in our near neighbour, Indonesia.

Sunday ~~10 October~~. RAILFEST 2010

UPDATE:

RailFest has been delayed until Sunday 31 October.

Mark this date in your diary now. Railfest will be on the ~~last Sunday of the school holidays again~~ (Sunday ~~10 October~~ 2010) so keep the day clear. Leaflets will be available shortly for passing to your friends. Volunteers are needed in all fields.

Sunday ~~14~~ November. Members outing to Yarloop

Keep Sunday ~~14~~ November free, your society is arranging an outing to Yarloop for the monthly "steaming day" at Yarloop Workshops Museum. We'll travel by Australind and have booked the Mill Cafe for lunch. Further details to come.

ATHRA Conference in Perth

On Saturday 4 Sept and Sun 5 Sept am – the Museum will be the venue for the first conference style meeting of ATHRA. You are welcome to participate. More information about presentations on the ATHRA website www.athra.asn.au

A Social Dinner will be held on the Saturday evening – see page 4 for details.

Vandals attack museum.

Mindless damage was caused to our equipment recently when vandals broke in on Tuesday evening or early Wednesday morning, 27th/28th July.

Apart from damage to the Cat front-end loader and the 'Mule', which we use to move heavy objects around, the miscreants broke into the Mess car and stole our site keys causing us considerable expense to replace locks. Entry into the Green shed, the LV&S shed and containers was made.

Most of the glass in the Cat was smashed and the mule damaged. Other items damaged included ST11 ignition lock but they were not able to start it. The Mule was driven at a gate and then rammed into side of ZJ266.

We have to replace numerous locks and keys; this is being worked through.

Secretary Position (Brian Williams)

The Divisional Council is seeking a suitable member to take on the important function of Society Secretary.

The function of the position is to handle all correspondence relating to the Society (sending incoming correspondence to relevant officers for them to deal with), attending Divisional Council meetings and recording minutes of such meetings, reporting the correspondence, etc to Council.

If you feel that you can perform this task would you please contact either the President or Vice President.

Sales Items (Geoffrey Higham)

And for the young people - we now have 'Freudie' Collectable Cards available. They are based on 'Freudie' at the Museum; they have animal personas that encompass the alphabet, with the common thread being transport, transporting, distribution and strength. Great for the young ones only \$2.00 per card or \$5.00 for a set of 4. There are also stickers for \$1.50 each.

Think of your grandchildren - and anyone else's' grandkids!

New magazine - "Australian Railways Illustrated" issues 1 and 2 have proved very popular and have sold out, however we have ordered extra copies and have placed a standing order, so do check out this new journal at the shop. Issued every second month, with a wide range of articles and illustrations.

Boyanup News (Ian Carne)

Again the foundation has been fortunate to have secured another grant in round two of the Royalties for Regions grants. The money will be spent on completion of the grounded "Z" brakevan shell which is being set up as a picnic, BBQ, and children's party shelter, completion of electrical power to the round house, and removal costs of rail from Turkey Point. This grant is for \$23,030.

While on the subject of grants, the foundation was again fortunate in receiving a FAHCSIA Volunteers Grant of \$2,287. This will be used in purchasing a new Fridge Freezer and computer system.

The Museum on Rails, ZJ270, and Albany Buffet, AQL288, have been coupled together and placed just outside the goods shed. Sunday the 25th July saw some 50 visitors from the Busselton Naturalist club visit the mobile museum and most were impressed with the Buffet car. The cars will be put back undercover for the summer period and then replaced back with the arrival of cooler weather.

The Horticultural class are doing a great job on their projects around the site. Section 95 guys are a great help in doing the heavy work on site; something that us oldies forget is that we're not Samsons any more.

Newsletter items (Peter Hopper)

Next issue - Deadline – 28 August 2010; contact phopper@iinet.net.au.

Wednesday Museum Roster

The Wednesday Museum Roster has recently lost several volunteers and a couple are away on holiday. As well, one of our stalwarts, Theo, is unwell and needs to take it easy for a period. We have gained a new volunteer on Wednesdays, Graeme Bradley – welcome aboard.

The Society is working hard to increase the popularity of Wednesdays through schools and community groups, and would be pleased to hear of any suggestions members may have to increase numbers during the week.

To ease the load on the volunteers we currently have, it would be wonderful to have several more people who could give their assistance on occasions in this expansion of the Society's exposure to the general public. The effort involved is not onerous, there is the chance to converse with fellow members and visitors, and in quiet times you do get chance to check out the latest books and magazines that are available at the kiosk.

Museum Rosters

Sunday Museum Roster (Paul Collin)

DATE	KIOSK/SALES	SITE SUPERVISION	OPEN/CLOSE
8 August	A.Drakeford, S.Rayner	T.Gillett	P.Collin
15 August	J.Austin, C.Lofthouse	T.Gillett	G.Watson
22 August	G.Higham, R.Higham	J.Adamson	G.Higham
29 August	S.MacKay, L.Hunter	T.Gillett	P.Collin
5 Sept	K.Freind, B.Peacock	M.Searle	K.Freind
12 Sept	G.Turbett, A.Drakeford	T.Gillett	G.Watson
19 Sept	J,Austin, C.Lofthouse	J.Adamson	P.Collin
26 Sept	G.Higham, R.Higham	T.Gillett	G.Higham

Wednesday Museum Roster (Lynda Butler)

DATE	KIOSK/SALES	SITE SUPERVISION	OPEN / CLOSE
4 August	Tom Goode	George Turbett	Lynda Butler
11 August	George Turbett	Graeme Bradley	Lynda Butler
18 August	Steve Rayner	Tom Goode	Lynda Butler
25 August	Tom Goode	George Turbett	Lynda Butler
1 Sept	George Turbett	Graeme Bradley	Lynda Butler
8 Sept	Graeme Bradley	Tom Goode	Lynda Butler
15 Sept	George Turbett	Graeme Bradley	Lynda Butler
22 Sept	Tom Goode	George Turbett	Lynda Butler
29 Sept	Graeme Bradley	Tom Goode	Lynda Butler

ATHRA Social Dinner

(Assoc. Tourist & Heritage Railways of Aust)

Railway Museum 'Buffet Roast'

6.30pm Saturday 4 September

For pre-dinner nibbles followed by:

a great dinner served (china plates) – choice of roast meats, salads and veggies, choice of sweets, tea & coffee

Just \$30 a head.

Bookings by 28 August by phone to Lindsay 9294 1148 or to Philippa by email pmrogers@iinet.net.au

Payment can be made on the night.

All welcome

to this event and enjoy the chance to meet and socialise with our interstate visitors as well as local enthusiasts.

Organised by ARPG WA

(Assoc Railway Preservation Groups WA)

Supported by Rail Heritage WA



RAIL HERITAGE WA

Members Newsletter

November 2011



FOR YOUR CALENDAR

Remember – meetings at 8 pm, second Friday of every month – why not put them in your calendar now?

Friday 11 November at 8pm. Midland Railway Co of WA

Graham Watson has been able to put together a presentation of one hundred images of the Midland Railway, from our archive collection.

We will also discuss the recent Railfest 2011, future Railfests, what we might do next time, etc. Please bring along your suggestions and ideas.

Friday 9 December at 8pm. Christmas Social Meeting

More details in next month's newsletter.

Railfest (Brian Williams)

I wish to thank all members and volunteers who so ably assisted in the two work days leading up to Railfest and to those who were present at Railfest. Thanks to Allan Brinkworth and his offsideers for performing the shunt movements on the Saturday to place rollingstock in the new platform dock.

I would extend the Society's appreciation to the members of the Bassendean Red Cross Volunteers who provided and served morning tea to our invited guests.

A special thanks to QR National for their support in the provision of an AC class diesel locomotive and to UGL for allowing space for the locomotive to be on display.

Railfest was as successful as last year, however I feel that we can improve and make it an even better event next year.

Brian Williams, President.

Locomotive Dd 596

As members will be aware, we have been calling for expressions of interest in our loco DD596 which is at Gosnells markets, but the new owners of the markets no longer want it there.

A proposal was recently received from the Golden Mile Loopline Railway who have secured funding to re-open the loop line in carefully planned stages. The loopline manager also spoke to our August meeting. As discussed with members at our September meeting and with other members at a recent museum work day, after careful discussion, we have now negotiated an agreement for the Loopline to take this loco. Loopline will pay the very substantial removal costs, will make a payment to us for the transfer of ownership, and will also pay a significant deposit which will be held in trust by us until the loco is transferred and restored and housed securely. (Transfer of ownership is necessary because of pressure vessel regulations placing responsibility on the boiler owner). DD596 is a twin to DD592 at Bassendean – 596 was bought outright by the Society and our original lease to Gosnells paid for a section of our roof.

Sales (Geoffrey Higham)

Our new book "Station Masters of Western Australia" was launched at Railfest and has been very well received. Copies are available from the museum shop or online at \$29.50 (\$26.50 to members). A great selection of photos has been included.

Calendar for 2012: We have supplies of the Pickering Brook Heritage Group's 2012 calendar at only \$12.00 (\$11.00 to members). Historical photos of railways and related activities in the Darling Range, one page per month with good space to write your appointments, etc.

Australian Railways Illustrated magazine: latest issue is now in our shop, and we have also re-stocked earlier issues – these articles and photos do not go out of date so check out any issues you are missing.

Final Days of Steam in 1971 (Jeff Austin)

40 years ago the age of steam was about to end on the WAGR with the complete dieselization of the railway system. At the beginning of 1971, the WAGR still operated 53 steam locomotives, allocated to depots at Midland (10), Bunbury (24), Collie (14) and Narrogin (4). A further 80 locomotives were stowed and one engine, W 956 was awaiting repairs at Midland Workshops.

The first 3 months of the year was much as it had been in the past, with regular steam workings at these country depots and metro area goods services and shunting by DD/DM locomotives. From April however, the steps to full dieselization moved very quickly. The arrival of the new D and RA diesel locomotives and the transfer of many narrow gauge units from the Eastern Goldfields meant that the replacement of steam in the south-west was finally achievable.

Bridgetown was closed to steam on 26 March, followed by Busselton on 24 May and Midland on 31 May. From 1 June, steam operations were confined to Collie and Bunbury, with limited services to Narrogin, Wagin, Collie mines, Brunswick Junction and Bunbury Powerhouse.

Bunbury ceased to be a steam depot from 10 July, with the withdrawal of their last 8 locomotives (5 x W and 3 x V). The sole remaining Pacific-type, PM 701, which had been the standby engine at Narrogin, was also retired at this time and stowed at Midland Workshops. Collie was dieselized from 26 July but this proved to be temporary and steam soon returned, albeit in small numbers.

By November only 5 locomotives were still in service. V 1206 (withdrawn 15 November) and V 1217 (withdrawn 10 November) were used on the coal trains to the Bunbury Powerhouse, while S 549 worked mine shunts and occasional goods services around Collie. Of the two remaining W class, W 943 was shunting at Collie and W 915 was shunting at Narrogin. Two other engines, V 1220 and G 233 were already withdrawn by this time but were returned to service to work ARHS and Bunbury Tourist Bureau tour trains.

S 549 brought to an end the use of steam locomotives on main line goods services when it hauled the mine shunt to Western Collieries No.2 on 24 December 1971. The two W class were withdrawn from shunting duties soon after – W 915 in January 1972 and W 943 in March 1972.

Public Holidays and the Museum

Both Christmas Day and New Year's Day fall on Sunday this year, and it has been decided that the Museum will not be open on either of those two days.

Storeman Needed!

The Society has a need for a volunteer to act as a Storeman for the Workshop area to assist in tracking our stock of tools, equipment and material. While it would be ideal if someone has previous experience in this area, it could be done by anyone, as advice and guidance can be

provided. If you could assist your Society in this area, please contact Allan Brinkworth and he will be pleased to provide details.

Discussion on Railfest

At the August meeting there was good discussion about Open Days, including number, timing, purpose and entertainment. Even though this was very close to the time for Railfest, a number of ideas that could be implemented in the time scale were undertaken.

Now that Railfest is over, there will be an open discussion held at the November meeting, and we would like as many people as possible to come along and provide their thoughts and ideas for future Railfests. Please bring along your suggestions and ideas and join in the discussion.

Newsletter items (Peter Hopper)

Deadline for the next issue of this newsletter is 27th November 2011. If you have any items for publication please contact me via email at phopper@iinet.net.au, by snail mail at 58 Sunray Circle, Ellenbrook, or see me at the monthly meeting.

Museum Rosters

Sunday Museum Roster (Paul Collin)

DATE	KIOSK/SALES	SITE SUPERVISION	OPEN/CLOSE
6 Nov	P.Collin, A.Drakeford	T.Gillett	P.Collin
13 Nov	G.Turbett, P.Hopper	T.Gillett	G.Turbett
20 Nov	J.Austin, P.Hopper	T.Gillett	G.Watson
27 Nov	G.Higham, R.Higham	T.Gillett	G.Higham
4 Dec	P.Collin, S.Mackay	T.Gillett	P.Collin
11 Dec	G.Turbett, A.Drakeford	T.Gillett	G.Turbett
18 Dec	J.Austin, G.Watson	T.Gillett	G.Watson
25 Dec	Closed Christmas Day		

Wednesday Museum Roster (Lynda Butler)

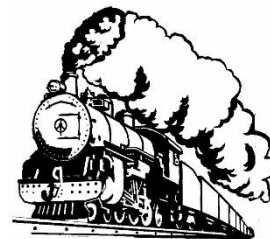
DATE	KIOSK/SALES	SITE SUPERVISION	OPEN / CLOSE
9 Nov	George Turbett	Bob Johnson	Lynda Butler
16 Nov	Graeme Bradley	Theo Gillett	Lynda Butler
23 Nov	Steve Rayner	Graeme Bradley	Lynda Butler
30 Nov	George Turbett	Bob Johnson	Lynda Butler
7 Dec	Graeme Bradley	Theo Gillett	Lynda Butler
14 Dec	Steve Rayner	Bob Johnson	Lynda Butler
21 Dec	George Turbett	Graeme Bradley	Lynda Butler
28 Dec	Steve Rayner	Theo Gillett	Lynda Butler



RAIL HERITAGE WA

Members Newsletter

March 2020



FOR YOUR CALENDAR

Sat 14 March General Meeting 2pm

NOTE: As the second Saturday in April falls on Easter Saturday, there will be no meeting in April.

Sun 22 March South-West Rail & Heritage Centre, Boyanup 10am to 2pm.

Sun 26 April 'Transport and Trades' South-West Rail and Heritage Centre Open day, Boyanup 10am to 2pm. (RHWA Coordinating)

FROM THE PRESIDENT (B Williams)

Arno de Smalen is slowly recovering from his mishap in January and has been to the Museum a couple of times to catch up with members and 'to get some fresh air'. It is pleasing to see him recovering so well. Hopefully he will be able to resume duties in the Entry Building on 19th April.

One of the prime assets of any organisation is the volunteers who operate the Museum. Again, I am seeking the assistance of member to volunteer and assist in supporting the operation of the Entry building on Sundays, also on Wednesdays.

As can be seen from the Museum Roster, for Sundays, for the next 8 weeks there is a total of 9 members who are contributing to the Entry Building operation. To those members who contribute I offer a very big thank you.

Not only is the Entry Building in need of more members the Museum as a whole could do with additional support in maintaining the grounds, buildings and rollingstock. No matter how you can assist every small bit counts and helps the rest of the membership in maintaining a pleasant environment for our visitors.

MEMBERSHIP – Fees will decrease!

At the recent Management Committee meeting it was agreed that the fees for the next financial year (from 1 April 2020) will reflect the lack of a Westland magazine and result in a reduction of \$10 per membership ie **\$55 family, \$50 single**.

A further discount of \$10 will be given to those who receive their newsletters by email ie **\$45 family, \$40 single**.

The special **volunteer price will be \$30** (minimum of 50 hours a year or more).

Members will receive a renewal notice in the next month. Please note that anyone wanting to pay at the museum must put their payment and completed form in an envelope. This will not be processed in the entry building but processed in the same way as renewals received by mail. This is to assist in the management of renewals.

There are still benefits of membership ie free entry to museum, 10% discount in shop, regular informative newsletters and support for preservation of Rail Heritage in WA. We understand that finances are tight for many people and have endeavoured to manage the membership fees accordingly.

EXHIBITION BUILDING

Work continues....



On 6 March a small group of volunteers removed the items from this section of wall to enable the lining of the north wall of the Building. This will be covered with ply over the present open frame structure. It makes sense to insulate the north wall as part of this wall. We are just starting with the north-west corner later this month and are in need of pink / yellow batt insulation. **Do you have any spare insulation**, maybe the last piece in a roll or similar? If you do and are willing to donate it, please contact admin@railheritagewa.org.au or drop it off to the museum on Tuesdays or normal opening hours.



Significant change continues with Andrew Grayson, Ian Studham and Bruce Keay (project coordinator) preparing to remove the last few items ready for racking to be installed. There is plenty of painting of shelving to be done prior to the use of the new racking and the creation of large doors to cover them. New displays will be created to be exhibited on the doors.

All items are being kept ready for potential future display or storage.

The development of content for the new interactive kiosk continues. Basically, this will be eight exhibitions on various topics, a task made easier due to the availability of the scanned and catalogued photo collection. This is a fantastic resource which continues to grow and give access to anyone interested in Western Australia's railway history.

MEMORIES OF THE “HIGH WHEELER” (Graeme Bradley)

Recent media reports regarding the 50th anniversary of the inaugural journey of the Indian - Pacific passenger service departing Sydney for Perth on February 23, 1970 brought back many memories of my involvement with running of interstate passenger service on the West Australian section of the railways.



During my employment with WAGR/Westrail I worked in traffic operations at many locations between Perth and Kalgoorlie. Traffic operations staff generally referred to all interstate passenger services as the “High Wheeler” these trains were the “Trans Australian” operating from Adelaide and the “Indian Pacific” from Sydney. Traffic operations staff usually noted the only difference between the two services was that the “IP” was generally a double consist and the “Trans” was a single consist.

With interstate passenger services operating amongst a heavy freight service it was inevitable that services were delayed with a wide variety of incidents, these were generally compounding result of incidents with freight trains causing at times, very extensive delays to passenger services.

I was involved in recovery operations many times to assist in getting services resumed as soon as possible. A few of these incidents that come to mind are:

Not long after the Indian Pacific started, I was Yard Foreman West Kalgoorlie when an eastbound IP was delayed 40 minutes on arrival at West Kalgoorlie. The yard had not been completed and this also involved provision of a signal control panel. All safe working between West Kalgoorlie and Kalgoorlie was the very old staff and ticket system under direction of the Yard Foreman on a motor bike. On this day, the IP arrived early, and I had been delayed getting enroute to West Kalgoorlie.

A few years later, I was working as Yard Master Forrestfield, on a Sunday shift the IP was arriving on approach to the carriage wash. Forrestfield was a major service depot for interstate passenger services and all trains were washed on arrival. On this occasion the train was conveying a wagon of “Woman’s Weekly magazines” on lead of train, these had to be detached prior to train being washed to avoid water damage. Shunting crew had been delayed away from yard, so I detached wagon myself, moving forward, standing on bottom step of GM locomotive when I realized I was approaching the side bush on the carriage wash, I jumped off the step just in time to avoid possible injury.

Another occasion I was Acting Area Manager Merredin when a westbound IP was held at Merredin due waiting on clearance of a derailment near Tammin. It was about 3.30 am and I had to walk through the train to locate the Senior Conductor to find out if further provisions were needed to serve breakfast to passengers. It was challenge walking through the two sit up carriages, it appeared several people found it better to sleep on the floor than the seats.

I was responsible for traffic operations in Northam one time on a Friday afternoon when there were four passenger services between Northam and Merredin. It was the only time of the week that this occurred, there was the non- stop Prospector service east bound, followed by the stopping Prospector, the east bound IP and one west bound Prospector. The call came from Northam Control, the CTC panel between Northam and Merredin had blacked out. I quickly arranged for two other safe working staff with cars and myself to proceed out into the territory to introduce Pilot Key working, the objective being reduce the time that would be involved with proceed orders for many trains. Luck prevailed; we were just leaving the car park when panel was restored.

When working in head office there was a general reshuffle of mid managers, I was nominated to act for a few months as Passenger Business Manager (Country and Interstate services) this was waiting on a new appointee taking up. Interstate services were still under control of each operating system at the time. A few weeks after starting in the position (still with L-plates on) I was required to attend a Passenger Business Managers conference in Sydney, I had never actually been on the Indian Pacific, I felt it was appropriate I travel to the meeting by train in order to have first-hand knowledge of the service. Great trip had a first-class deluxe roomette.

It was disappointing to see the decline in frequency of interstate passenger train services but the reality of competition with air travel had to be accepted.

SOUTH-WEST RAIL and HERITAGE CENTRE



Next open day is:

Sunday 22 March.

Caltrop

A recent large outbreak of Caltrop has been identified at Boyanup, including a large area of plants around the railway yard at SWRHC. Under the *Local Government Act 1995* it is a prescribed pest plant in a number of shires in the Perth metropolitan area, the southwest and the wheatbelt and needs to be treated.

Thanks to Andrew for going to Boyanup and striking the first blow in its control.



**Open Day
March 22nd
we will be
featuring
Stationary
Engines , da-
ting from the
early 1900's
to 1950's.**



**We are in Turner Street ,Boyanup
Open from 10.00 am to 2.00 pm.**

On entry you will pass through the Model Train displays, also working away will be the Blacksmith's, well worth a look. Come and have a look at the Capel men's shed and see their new alterations . The round house has many items on display, pieces from days gone by .



Light refreshments are available from the Picnic Van

Entry by Donation

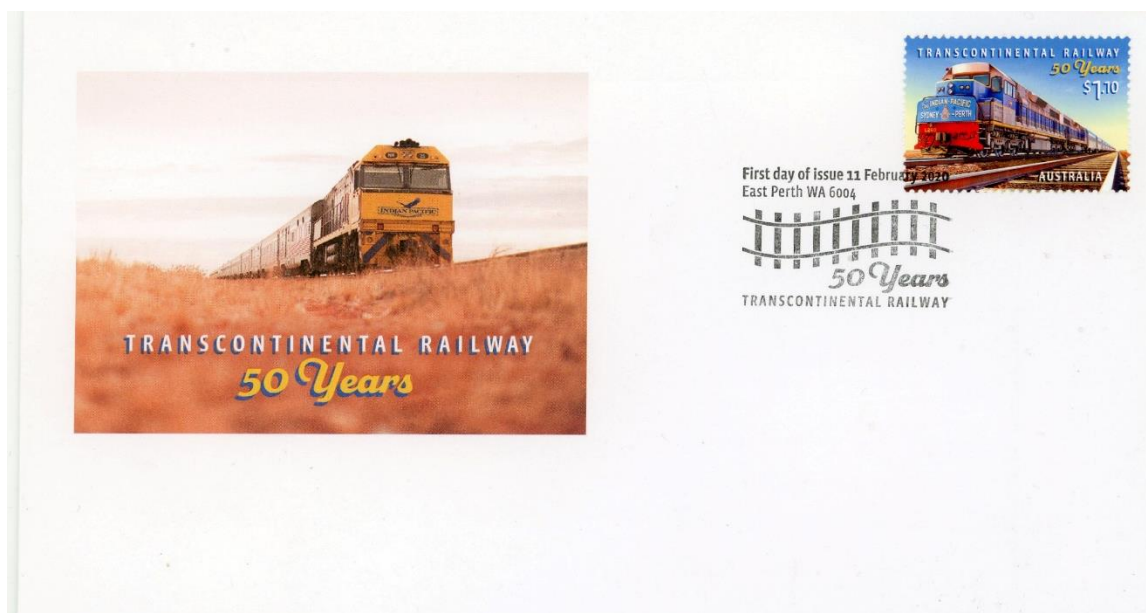
For more information contact David on 0415 366 937

FROM THE ARCHIVES (G Watson)

50 years ago!



Australia Post issued a special stamp, maxi card and first day cover to mark the occasion of the first run of the Indian-Pacific. A photograph taken by Adrian Gunzburg, known to many members, was chosen by Australia Post for use.





Seen on 16 March 1970 is Prince Charles alighting from a Prospector railcar with a guard of honour of four Westrail hostesses. (WAGR)

Taken 2 March 1970 by Eddie Woodland with W 916 on a WA Division's Outing Committee Special (ARHS tour train), between Collie and Brunswick Junction.



On 28 February 1970 John Joyce photographed PMR 731 and PMR 730 steam locomotives shunting on the 104 goods train in Darkan.



In March 1970 X 1031 "YAUERA" was the locomotive on the Australind in Bunbury. (D Beazley)

Also in March 1970 David Beazley photographed a line-up of locomotives around the turntable pit in Bunbury.



On 27 March 1970 John Joyce captured AA 1518 on the "Kalgoorlie" going through East Perth.

Archive Requests for February 2020

Pinjarra-Dwellingup railway drawings	Model railway
Zanthus photo details	Newsletter
Pichi Richi loco W22 details	Newsletter
PMR 735 history	Self

NEWS FROM AROUND THE STATE (S BARBER)

JOURNEY BEYOND

The *Indian Pacific* train service between Sydney and Perth celebrated its fiftieth anniversary during February 2020, with the inaugural train having arrived in Perth on 26 February 1970. To mark the occasion, a ceremony was held at East Perth Terminal on Sunday 23 February. NR86 and 26 hauled the train east on the day, with speeches being made by the various dignitaries in attendance. One point of interest was a desire expressed by the Minister for Transport, Rita Saffioti MLA, for the *Indian Pacific* service to one day reach Fremantle. Media coverage of the train was extensive throughout its journey. The occasion was also marked by the issuing of a special coin by the Royal Australian Mint, and a stamp and first day cover by Australia Post.

PTA / METRONET

Preliminary work has commenced on construction of the railcar assembly plant at Bellevue. Alstom will be erecting the new C series railcars on site for Transperth. The last remnant of the CBH silo formerly on the site has been removed, and earth clearing works undertaken. Also being undertaken are preparation works for the Arc Infrastructure ballast and rail facility at Kenwick. This facility will enable relocation of the Flashbutt compound from Bellevue, clearing space for the railcar construction and maintenance plants.

The tunnel boring machine *Grace* broke through the dive structure at Bayswater in February, marking the completion of the 8 km bore from Forrestfield. It will be dismantled and craned out of the dive. The second TBM, *Sandy*, is expected to complete the second bore during May. Train services are planned to commence on the Forrestfield – Airport Link during the second half of 2021.

Enabling legislation for the Ellenbrook – Morley railway was passed by both houses of State Parliament during February. (Ed: The rail line will take passengers between Ellenbrook's Town Centre along Drumpellier Dve, through Marshall Road before running down the middle of Tonkin Highway and connecting with the Midland Line at Bayswater. Stations will be built at Ellenbrook, Whiteman Park, Malaga, Noranda and Morley with a possible future station at Bennett Springs East also in the design.)

WATCO WA RAIL

The two DR locomotives 1564 and 1565 have continued to break new ground, visiting locations which never received a visit from a WAGR D class unit. The locos arrived in Perenjori on a rail train on 1 February, having worked firstly over the Midland Railway to

Narngulu, then east via Mullewa. Geraldton had been served by a DR hauled rail train during 2019. On 25 February, the pair provided the inaugural running of a former D class unit on the Miling branch. While the train was planned originally to go the terminus station of Miling, the run was terminated at Calingiri. The DR units ran back light engine to Bolgart on 26 February, then returned to the Flashbutt siding at Bellevue on the following day, leaving the loaded rail fleet at Calingiri.



DR1564 and 1565 at Calingiri with 3RT1 rail train on 26 February. (Kieran Wright)

AURIZON

ACN4168 has entered traffic following an overhaul at Gemco Rail and a repaint into Aurizon yellow and red livery. ACN4145 has now gone into overhaul at Gemco.

Q4004 and 4015 are both undergoing overhauls at Gemco, with Q4014 and 4015 receiving attention at the Aurizon Forrestfield workshops. AC4302 is also slated for a return to service following a period of storage.

SECOND-HAND BOOKS AND DVDS (BERNARD HORTON)

We currently have an estimated 1000 books and 200 DVDs, amassed as donations to the museum. Below is a small sample list of books and DVDs currently available.

<u>Title</u>	<u>Author</u>	<u>Price</u>	<u>Condition</u>
Railway Blunders	<i>Adrian Vaughan</i>	\$5.00	as new, p/b
British Pacific Locomotives	<i>Cecil J. Allen</i>	\$8.00	Mint, Hardback
16 Colour Photographs – Grease Rag Yarns		\$3.00	good, paperback
Steel and Rails in Newcastle	<i>Keith McDonald</i>	\$6.00	good, paperback
The Railway Age In Australia	<i>Robin Bromby</i>	\$10.00	good, hardback
When We Rode The Rails	<i>Patsy Adam-Smith</i>	\$5.00	Mint, hardback
Motive Power	<i>Leon Oberg</i>	\$4.00	good, hardback
The Baldwin Locomotive Works 1831-1915	<i>John K Brown</i>	\$8.00	good, paperback
Hear the Train Blow	<i>Patsy Adam-Smith</i>	\$2.00	good, paperback
The Lithgow Zig Zag	<i>James Bentley</i>	\$2.00	good, paperback
Railways – A History of Australian's Trains	<i>Brian Carroll</i>	\$2.00	good, paperback
Railview's New South Wales	<i>S.Halgren/D. Lowe</i>	\$2.00	good, paperback
Steam Album – Second Division		\$2.00	good, paperback

DVDs: British Railway Journeys – South Wales & The Borders \$2.00
 British Steam – Rare Archive Footage \$2.00
 Britain's Railways Then & Now – GWR \$2.00
 The Glory of Steam – Volume Two \$2.00
 How to Drive a Locomotive – Steam/Diesel \$2.00

MUSEUM ROSTER

The Society is looking for additional Volunteers to assist with the operation of the Museum and your support would be greatly appreciated.

If you can assist, please contact Brian president@railheritagewa.org.au

Sunday Museum Roster

Date	Ticket/Sales		Site Supervision	Duty Supervisor
15 March	G Higham	B Keay	B Williams	G Higham
22 March	B Williams	B Horton	D Raine	B Williams
29 March	L McBeath	G Higham	M Miles	G Higham
5 April	K Friend	P Hopper	R Johnston	P Hopper
12 April	B Williams	B Horton	G Watson/M Gillooly	B Williams
19 April	A De Smalen	B Williams	B Keay	B Williams
26 April	L McBeath	G Higham	M Miles	G Higham
3 May	K Friend	P Hopper	R Johnston	P Hopper

If you would like to find out more about the various tasks please come along on any Sunday and the on duty team will explain it all.

Wednesday Museum Roster

Date	Ticket/Sales	Site Supervision	Duty Supervisor
11 March	S Rayner	Cherie, Curtis & Moose	S Rayner
18 March	G Bradley	Cherie, Curtis & Moose	G Bradley
25 March	S Rayner	Cherie, Curtis & Moose	S Rayner
1 April	G Bradley	Cherie, Curtis & Moose	G Bradley
8 April	S Rayner	Cherie, Curtis & Moose	S Rayner
15 April	G Bradley	Cherie, Curtis & Moose	G Bradley
22 April	S Rayner	Cherie, Curtis & Moose	S Rayner
29 April	G Bradley	Cherie, Curtis & Moose	G Bradley



RAIL HERITAGE WA

Members Newsletter

September 2020



FOR YOUR CALENDAR

Sat 12 September **Entertainment meeting 2pm**

Kevin Pearce will speak about the decade of excursion/hired specials in the 1980s.

Sat 19 September **Minnivale Heritage Open Day** 11am to 4pm.

Sun 20 September **Greenhills Heritage Trail** (including the railway) 2pm

Details for both at the end of this newsletter.

Sun 27 September **South-West Rail and Heritage Centre Open Day** 9am to 2pm

Saturdays 3 & 10 October from 10am **Museum Work Days** (no meeting on 10/10)

Sunday 11 October **RAILFEST** 10am to 4pm

FROM THE PRESIDENT (Brian Williams)

At the last Management Committee meeting it was agreed that the Museum opening hours for Sundays will revert to the 5.00pm closing with effect from Sunday 13th September 2020. In addition, it was agreed that the Wednesday openings would recommence as from 30th September 2020, primarily because of the closure of the Perth Royal Show, and to allow parents and children a means of enjoyment.

Volunteers are sought to assist in the operations of the Museum on Wednesdays and Sundays. I have not updated the Museum roster for this Newsletter as I would appreciate a response from the membership in this regard. It has been said before that the more people who volunteer to assist the less you are rostered.

RAILFEST 2020 is going ahead on **Sunday 11 October 2020**, between 10.00am and 4.00pm. I am seeking the assistance of members to help in setting up, cleaning, for Railfest on the day itself as well as Saturdays 3rd and 10th October. The ticketing arrangements for Railfest will allow a controlled orderly access of the public into the Museum.

We are aiming for a smaller event than the past couple of years and, if the COVID-19 situation remains as it is at the present time, are confident that with timed entries and a target of 1200 people, it should be both a viable and fun day as well as a much-needed boost for the Museum. Management of attendance will assist in the maintaining of sensible safety precautions including good hygiene, additional sanitisation, and physical distancing.

if any member would like a stall at Railfest to dispose of any unwanted railway related items, they should contact Graham Watson on grahamrwatson@hotmail.com

ANNUAL GENERAL MEETING (from the Secretary)

Rail Heritage WA's Annual General Meeting was held on August 8th, 2 months later than usual due to the Covid 19 restrictions still in place earlier in the year. A quorum was achieved and exceeded, so a big thankyou to all members who made the effort to attend. The business of the meeting was conducted in good time and the Annual Report and Annual financial report were accepted by the meeting.

The following Committee members were re-elected unopposed:

Brain Williams – President

Dominic Bennett – Vice President

Ian Studham – Secretary

Philippa Rogers – Committee Member

Bernard Horton – Committee Member

The outgoing Treasurer, Kerry Ayerst, has since been co-opted back into the position of Treasurer for a further term. Similarly, Andrew Grayson has been co-opted back into one of the vacant Committee positions until he leaves for overseas study later in the year.

The final business of the AGM was the awarding of life membership to 2 of our members, Jeff Austin and Ian Studham.

Jeff Austin's contribution has been widespread including greeting visitors to the museum, painting museum items, writing books and articles, working in archives and his extensive research that is most willingly shared with the many community organisations and individuals who ask about railway history.

Ian Studham's contribution has been to both the Committee where he has been the Secretary for many years and has an important role in our accreditation, in our tour operations and also hands-on in the restoration and maintenance area – and often seen up a ladder fixing carriage roofs. Like Jeff he freely shares his knowledge and experience with community groups and individuals around the state.



Left: President Brian Williams with newly appointed life member Jeff Austin (left) standing beneath the plaque on the Archives door that bears Jeff's name. (Photo: Graham Watson)

Right: Ian Studham on site at Bassendean earlier this year.

We are fortunate to have such people in our team and thank them both for their contributions over the decades and congratulation on becoming Life Members.

A welcome is extended to recent new members Tracey Buttell and Noah Greenfield. We hope you enjoy being members of Rail Heritage WA.

VALE Fred Membrey (information from Laurie Evans)

It is with regret we record the death of member Fred Membrey on 26 August 2020. Formerly Station Master at Gwalia, West Perth and Maylands as well as serving at Narrogin and Mullewa. He was Flight Sgt. Wireless Operator / Gunner, at RAAF Bairnsdale / Sale WWII. He went on to become General President and Life Member WA Railway Officers' Union; Founder, Managing Director and Life Member WARO Credit Union and Founding Member WAROU Retirement Club.

Rest in peace Fred and Rail Heritage WA extends its sympathies to his family and friends.

MUSEUM

Graeme Bradley reports that:



Recently the fence along top of our raised garden wall at Bassendean museum was extended an additional five sets of fence panels and posts. The fence now extends just past the front of the Exhibition Hall and provides additional security for children playing on the lawn area between the picnic area canopy and the Exhibition Hall.

Material for this project was delayed for several weeks, attributed to Covid-19 transport issues from east coast. Good news was, it only took a few hours to erect thanks to assistance from Tuesday volunteer, Laurie Whittington.

Exhibition Building Development (Geoffrey Higham)



Member Bruce Keay is fabricating the new doors for the west side of the Exhibition building in his home workshop. The doors are strongly built so that they will not only hide the storage racks behind them but permits new displays to be mounted on the doors faces. Dominic Bennett has been helping to truck the completed doors to site, and here is a typical door being moved into the building on a small trolley which Bruce built for the purpose.

The doors are supported on pivots, rather than hung from hinges, due to their considerable weight. Graeme Bradley is doing his best between other jobs to paint the doors as they are installed. The approach of Railfest is keeping the pressure on everyone involved!

Photos: left G Higham, right D Bennett

New Interactive Kiosk

This new display is now on site. Funded through Stronger Communities Grant via our local Federal Member Patrick Gorman MP and with quite a lot of work by our volunteers to develop the content, the topics of some of the removed, or to be removed, content in the Exhibition Building development is now available digitally.

The kiosk is in the entry building so members can view it before it is 'launched' in its new home in the Exhibition Building at Rail Fest.



WANTED: Photographer to take photos of the photos not in our Archive collection which are stuck on the boards in the Exhibition Building. Can be done on a Tuesday when the Archives Group meet (see Graham Watson) or on Saturday or Sunday afternoons by arrangement with Philippa Rogers. Email contact through admin@railheritagewa.org.au

Caring for the Collection

With the assistance of Jane Keay, arrangements are being made to take improved care of the various uniform items in our collection. Some items will be hung in specially made covers but step one is to have a suitably padded coat hanger to use. Jane has prepared some, but we are hoping that someone has spare suit-type coat hangers that they can donate – the type is shown in the photo of two that have already been prepared.



Please drop them off at the museum and / or advise by email to admin@railheritagewa.org.au

Defibrillator

Thanks to our recent Volunteer grant (Federal government and through the office of Patrick Gorman MP) we have been able to purchase a defibrillator. To ensure that it is accessible to anyone working at, or visiting the site, it is to be located on the inside pillar of the covered entry to the N C Zeplin Exhibition Building.

The cabinet is alarmed to reduce inappropriate access and located to reduce its visibility from the street. The machine guides people step by step through its use.

ARCHIVES (Graham Watson)



This photo shows two sets of pigeonholes in the Archives, the top one recently constructed by the Museum's resident carpenter, John Brown.

The archives group would like to pay tribute and record our thanks and appreciation to the contribution John has made to the Archives over the years. He has constructed a very large set of pigeonholes, two smaller sets, a shelving unit and three other storage unit which has helped in no small way to the operation of the Archives

Requests this month:

Subject	Purpose
Glen Forrest house	Heritage walk
Midland Workshops photo	2021 Shire Calendar
Kalgoorlie 1930 photo	Family history
Brookton station	Heritage assessment
MRWA houses	Personal interest
Busselton railway photos	Personal interest
Features in the RIM	Personal interest

Fifty Years Ago



S 548 'Gardner' seen at Albany loco depot during the Western Endeavour tour of WA. It was withdrawn from service a year later. (T2925)

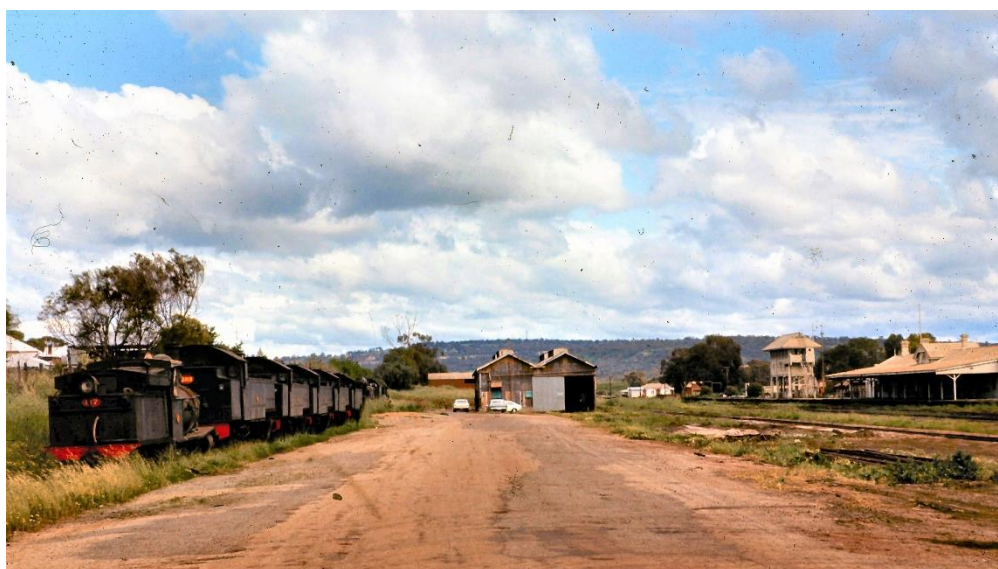
X 1015 'CHEANGWA' photographed by David Beazley between Mt Lawley and Maylands on the No.856 goods train. (T0217)





C 1703 hauling No.853 goods train is photographed on the Leederville Bank by David Beazley on 30 Sept 1970 (T2024)

C 1702 ready to depart Midland on a suburban Goods in November 1970 (D Beazley, T2096)



G 117, Dd 593 and four other DD/DM locos are seen stored at Northam in September 1970. The goods shed, signal box and station building can also be seen. (T4318)

HIDDEN TECHNOLOGY IN THE MUSEUM!! (by Geoffrey Higham)

After walking past Y71 for nearly 50 years, I recently noticed the unusual handle and gear wheel on the side of the smokebox – see photo. Enquiries of friends in South Australia, where 71 started life, assured me it was not fitted there.

Retired fireman member Michael Miles confirmed it was not on any locos he had worked on, so we looked inside the smokebox.

That revealed an interesting drum spark arrester, as show in the photos below.

The external handle operates bevel gears which rotate the drum. Clogging of the spark arrester with ash and sparks was probably a frequent affair – remember the loco would have mainly burnt wood, being at a timber mill.

So, the external handle would have given the fireman a quick and safe method of ‘shaking’ some ash out of the arrester without having to open the door.

Engineer Les Smith does not recall this mechanism being offered commercially so it was probably made in the timber mill's workshops.



NOTE (ED): Y71 was built by Beyer Peacock for the South Australian Railways in 1886. Came to WA in 1927 to work for WA Jarrah Forest Company (part of Adelaide Timber Co.) and spent the rest of its working life at East Witchcliffe.

A 1935 photo of Y71 shows it with an air brake compressor. Around 1954 a set of G-class cylinders and pistons were purchased along with a replacement for its copper-capped SAR chimney.



S 542 (EX S 477) – EAST PERTH TERMINAL (Jeff Austin)

The S class was the only WAGR locomotive class to be completely conceived, designed and built in Midland. Like anything new, they were not without problems in the early years and this is the story of 'S 542'.



S 477 was built by the WAGR at their Workshops in Midland, at a cost of £15,305. It was painted in wartime grey/black livery and entered service on 26 June 1943 and named BAKEWELL (after Mt Bakewell near York).

S 542 'Bakewell' at East Perth Terminal (P13581)

It did several trials to Chidlow before entering regular traffic plus 'running in' work in the metro area and was initially allocated to Midland Junction depot. This was a very busy depot handling heavy wartime passenger and goods traffic to Northam and beyond. At the time, there were about 40 locomotives at this depot, including both new 'S' class, 476 and 477 which worked heavy goods trains to Northam. Like all new designs, they were not without problems and spent time in the Workshops at Midland for minor repairs and modifications.

After four months at Midland Junction, '477' was transferred to East Perth depot in October 1943, working mostly No.91 & 97 Goods to Northam. East Perth was the largest locomotive depot on the system with about 70 locomotives, engaged in suburban and country passenger and goods working. '477' was derailed on No.60 Goods near Blackboy Hill on 19 August 1944. After repairs to the tender bogies because of the accident, '477' was transferred to Northam depot. This depot had 65 locomotives and '477' went to work hauling heavy goods trains to Merredin. This was a time of large 'military specials' and these passenger services often required 2 P/PR class to haul them to Merredin and Kalgoorlie. As these trains could be hauled by a single S class, '477' was soon working regularly through to Kalgoorlie.

The end of the Second World War in August 1945 coincided with '477' going into Midland Workshops for a light repair, having travelled 47,351 miles. During this repair it was re-numbered 'S 542' and then returned to Northam. As well as the usual working to Merredin, the S class were also working to Wongan Hills and Mullewa. '542' was derailed on No.115 Goods near Burabadji on 14 August 1946. This derailment was typical of several which befell the S class during 1946-47 and led to the inquiry into the S and DD classes in January 1948. The investigations found most of the derailments were due to poor track, but some minor modifications were made to the locos. This period coincided with poor availability of S class.

Between November 1946-June 1947 (226 days), '542' was the best performing S class, with only 32 days off traffic for repairs, while the other 4 S class averaged 104 days off traffic. This trend continued into 1948 and on 15 November 1948, only three S class were in traffic. It is little wonder that when the new Assistant Commissioner (Engineering) Charles Clarke

was appointed in mid-1949 he expressed a desire to be rid of the 'troublesome wartime engines, e.g. ASG, S and U class'. That was not to be for the S class, and they went on to be reliable and hard-working engines.

'542' was again based at Midland Junction for a time in 1947-8 but returned to Northam depot in October 1949. There were five S class based at Northam, working the EGR main and to Mullewa. '542' was derailed on No.68 Goods at Perenjori on 9 May 1950 and dropped a fusible plug while hauling No.115 Goods at Tardun on 26 October 1950. Problems with the intermediate coupling between the locomotive and tender arose at that time and the S class were restricted until it was resolved. '542' was transferred to Midland Junction depot at the end of 1950 and used only in banking duties. In 1951 it was returned to Northam. During 1952 it was out of service awaiting repairs for many months due to the Metal Trades strike and was stowed at Northam. Following the 1952 strike, '542' continued to work at Northam until transferred to Midland Junction in April 1955.

In 1951 a decision was made to rebuild the S class tenders to reduce coal capacity to 7 tons but increase water capacity to 5000 gallons. '542' was one of the engines to receive the large new tender and from 1953 the all-black livery was replaced by the new W class-inspired green livery.

On 15 June 1956, the new V class locomotives were banned from the Brunswick Junction-Collie section due to rough treatment of the track. While ballasting got underway to repair and strengthen the formation, the V class locos at Collie depot were all transferred to Midland Junction and Northam depots. The S class from Midland Junction depot were then all sent to Collie, including '542'. The V class were returned to this section from 11 February 1957 and working alongside the S class. From 29 April 1957 a new S class working commenced with goods trains running from Perth-Brunswick Junction via Fremantle and onto Collie. During 1956-7 all 10 of the S class would work these trains to Collie.



*S 542 'Bakewell'
approaching Swan
View in September
1963 (R Taylor,
T3717)*

In December 1958, '542' completed a general overhaul having travelled 272,551 miles and was returned to Midland Junction depot. Then it was moved to the Bunbury depot on 2 May 1960. The many years on the Eastern Railway were over, with only the occasional run up to Chidlows following overhauls or repairs at Midland Workshops. Bunbury depot had 34 locomotives, including four S class hauling heavy goods trains to Bridgetown and Collie. In December 1964, the use of S class between Collie and Narrogin was approved and this

signaled the next move for '542'. Following a general overhaul in September 1965 '542' was sent to Collie. This depot had an allocation of 27 locomotives, including 4 S class. This was to be its home depot for the remainder of its career, with the normal routine of coal mine shunts and heavy goods trains to Brunswick Junction, Bunbury and Narrogin. Many of these trains were double-headed using FS, PM, W, V and S class locomotives. 'S 542' received its last general overhaul in May 1969 and was fitted with boiler No.485. This boiler was built in July 1947 and fitted to new locomotive, 'S 550'.



Peter Hopper took these two photos of S 542 at Leighton yard on 19 May 1967.

Left: taking water (P11456)

Below: approaching the turntable (P11453)



In January 1971, the WAGR authorized the use of S and V class on the Bowelling-Wagin section to clear grain from the Great Southern district. The last known photograph of 'S 542' in service was hauling a goods train from Wagin near Bowelling on 20 March 1971. It was withdrawn and permanently stowed at Collie on 23 March 1971. No final mileage is known but it would have been about 500,000 miles. '542' was written off on 17 June 1971 and remained stowed in the yards at Collie until about August 1973 when it was towed to Midland.

It was selected for display at Perth Terminal and painted in the 1943 'wartime' grey livery and matched with a small tender from 'S 547'. It was delivered to East Perth on 29 October 1976 and ownership was transferred to Rail Heritage WA in April 1995. In November 2006 parts from 'S 542' were used to repair the axlebox on the trailing wheel of 'S 549'. Several repaints have occurred over the years into the standard green livery and asbestos removal saw it 'cocooned' for several months in 2015.



It is one of three S class surviving today in preservation, with S 547 LINDSAY at Queenscliff, Victoria and S 549 GREENMOUNT at Bassendean.

These photos by Jeff Austin show it cocooned and repainted afterwards.



SOUTH-WEST RAIL AND HERITAGE CENTRE

The August Open Day was a very popular one and the highlight were the 50 visiting classic and veteran cars. It was good to have such a good day when we hosted the Bunbury MLA Don Punch and his wife as part of our drive to seek funds to prepare architectural and engineering documentation to enable the replacement of the condemned former goods shed. The South-West Development Commission have reviewed our submission and advise that it is the sort of project they would like to see in the area.



There are now two more model railway layouts in the temporary entry building. Model railways have found a home in the South-West.



RESTORATION AND MAINTENANCE (Ian Studham)

Not quite the action-packed month that July was, but things still moved along in August at Bassendean and Boyanup.

ST 1 was re-wheeled back onto its newly re-profiled wheelsets, and then a couple of weeks later the team re-installed the drive chains from the transmission to both axles. A heavy job in tight spaces but both chains went back on well after considerable attention from Dom who has worked hard to loosen many frozen linkages. John, Noah and Dom are now focussing attention onto the cleaning and preparation of the brake hangers and linkages in preparation for their re-mounting on the undercarriage of the vehicle.



To the left you can see the brake hangers for ST 1 cleaned down and given a coat of rust converter prior to repainting. The blue paint from ST 1's days of operating on the Rottnest Railway is showing clearly.

Andrew has continued preparing the west end saloon of buffet car "Boulder" for a full ceiling repaint. Nothing about this work is easy or comfortable as it's all about working in a relatively small space with arms outstretched upwards holding a sander, however the results speak for themselves and what was previously an eyesore with much peeling paint is now starting to look really good in anticipation of an application of topcoat gloss.



This image shows the expanse of ceiling being prepared for topcoat painting. It was last painted in 1985 before it was returned to service.



This image shows the fully replaced ceiling section in the corridor alongside the galley in "Boulder". This area was badly water damaged so Andrew made the call to renew and the results look great, with an almost mirror finish on the ceiling paintwork and all the trim and the light fitting reinstated.

The midweek guys have turned their attention to the re-sheeting of Midland Railway sleeping car JV 33. The Work for the Dole project had commenced this work and did some valuable preparation prior to the scheme being terminated last year, and now Graeme, Les and John have picked up where they left off.



We are applying new tongue and groove timbers to the car sides of the same size and profile that was originally on the car, using the stocks that the late Allan Brinkworth ordered and had milled well over a decade ago. This wood has been safely stashed in dry storage waiting for a project like this, and John is working his way through the stocks, sorting and cutting to length prior to handing the timbers over to Graeme and Les to fitting to the car. The photo shows the progress along the lower side of JV 33.

A further shunt in back siding 5 released the VD bogie van from long-term exile at the far end of road 5 and we have now begun the task of clearing a considerable amount of junk out of this van for disposal and cleaning up the inside so we can use it for meaningful weatherproof storage. This van came to us from the railways full of junk and apart from applying a tarpaulin over the roof in recent years to stop moisture ingress we have never really had the chance to clean out this van, which by our reckoning is the only VD survivor still on its wheels.

Once the VD was out and a couple of 4 –wheelers replaced it in siding 5, the connection to this siding was severed and all rail and sleepers on the approach to sidings 4 and 5 from the east of the pit were removed and the area cleared. We have a couple of trees along siding 5 which have white ants in their trunks and will need removing, so while the track is out awaiting renewal we can provide vehicle access to tree service contractors down that

corridor to enable the trees to be dealt with before they fall down onto the shed and our rollingstock.

At Boyanup Gary Moore is performing a major cosmetic clean-up on the 4 wheeled tanker. This vehicle is an interesting hybrid, as it is the tank from a standard J class tanker wagon sitting on the frame of a HCL open wagon, which was originally the frame of a BE 4-wheeled cattle wagon. At some point the former Leschenault Railway Preservation Society stripped the HCL down to a bare mainframe and transferred the tank onto it, probably because the timber underframe components on the J tanker were falling to pieces. So this wagon doesn't have a class as such, but its frame number is 20506 and that at least gives it some form of identity. Gary is busily getting rid of all the flaking paint and rust and prepping the tank and frame for a fresh coat of paint.

The Boyanup guys have also been sorting the issues with leaks in the canvas roof of ex brakevan and now Museum-on-Wheels ZJ 270. There were several bad leaks along the crest of the roof and Gary and his cohorts have applied a very effective acrylic coating to the problem areas with seems to have sorted the leaks out. This canvas roof now needs a full recoating in the correct colour.

THE BOB-TAIL 'P' (Max Francis)

When reading the article of P 508 by Jeff Austin in the July issue of Rail Heritage WA Member's Newsletter and the mention and photo of P 503, my memory was stirred to recall the times when, as a fireman in the York steam depot, I fired P 503 on the yard shunter.

York depot had a couple of W class locos based there for working on the Quairading branch – one was usually used for shunting duties and the other for Quairading and return trains. When a double-header was required for the branch train, the shunting W class was used and any other loco in the depot utilised for shunting duties.

As mentioned in the Adrian Gunzburg book 'A History of W.A.G.R. Steam Locomotives' the tender underframes and bogies from scrapped R class engines were used to reduce production costs of the P class locomotives. A portion of the reclaimed tender rear bogie used to protrude a foot or so beyond the rear wall of the tender and P 503 became known as a 'Bobtail' P. Where the nickname came from I have no idea and its derivation is probably now lost in railway history.



*A bob-tail P (P 452)
at WAGR's Midland
Workshops pre-
1947. By G
Smithers (P02799)*

Care had to be taken during shunting operations with P 503 as, when the brakes were fully applied on a set of compound points (otherwise known as a double slip), one set of tender wheels would go in one direction and the other set would go in another and a derailment would occur – I have never heard an explanation of why this occurred.

Here is a recollection of the event when it happened from my booklet '*York Steam – A memory of the later years of 85 years of steam. June 1885 – May 1970*'

"THE BOB-TAIL 'P'."

To-day on the shunter
we have 503
An engine that's known
as a "bob-tail 'P'".

As we whistle for the traffic
at the start of the day,
we wonder what happenings
before us might lay.

There's one set of compounds
in the York yard
to catch any driver
not on his guard.

No. 17 is in
and we kick the trucks 'round.
There's a crash and a thump
and we're into the ground.

We ring the shed staff,
who are at morning tea,
to bring sleepers and fishplates
to re-rail 503.

With slow careful movements
like that of a snail,
we get 503's tender
back onto the rail.

The message again is
for you and for me:
Take care when you're shunting
With a bob-tail 'P'.

NEWS FROM AROUND THE STATE (Simon Barber)

PTA / METRONET

Forrestfield – Airport Link

Tracklaying in the tunnels for the project commenced in late July. The first section of track was laid between Redcliffe and Airport Central stations. Martinus Rail has been contracted for the tracklaying, and the company has set up a depot at Bayswater which includes a mobile Flashbutt welding machine. A late 2021 opening date is still proposed for the new railway.

Railcar Contract

Hofmann Engineering of Bassendean has been chosen to construct the bogies for the new 246 C series railcars which are to be assembled at Bellevue. The company is already producing bogies in its Bendigo and Newcastle plants for contracts in the Eastern States.

Site works are well underway for the PTA railcar assembly and maintenance facility being constructed at Bellevue. The Arc Infrastructure Flashbutt and track machine stabling sidings continue to operate, with an eventual relocation to the new Kenwick facility slated for the future. Metronet has approached the City of Swan to request that Robinson Road in Bellevue be closed as a through route because of the high number of railcar movements expected to cross the road when operations at the depot commence. Access to local businesses will be retained from the north and south sides of the current level crossing.

Byford

The new ground-level Byford Station will be built within the existing rail corridor, around 8kms south of Armadale Station, south of Evans Way and 400 metres north of Abernethy Road. The Byford Rail Extension will improve access to the area and give more transport options for residents with a 42min train ride to the Perth CBD and improved bus connections.

The future Byford Station will include up to 600 parking bays, a new bus interchange and pedestrian crossing over the railway line will be built. The project will also see a new Australind platform and upgraded pedestrian overpass at Armadale Station.

In addition to taking cars off the road, the project will further help improve traffic flow by reconfiguring the Thomas Road level crossing into a road-over-rail bridge.

Options are still being considered for the other five existing vehicle level crossings and pedestrian crossing at Seventh Road. Potential solutions include road-over-rail, rail over existing roads or crossing closure.



The Transperth Infrastructure Diagnostic vehicle IDV001 passes through Claisebrook. (Simon Barber).

Thornlie – Cockburn Link

Work is progressing at two key locations, the Ranford Road and Nicholson Road overbridges. New stations are to be constructed here, and the bridges are being reconfigured to accommodate crossing the double tracked electrified lines and the Arc freight lines to Cockburn Junction.

Aurizon

ACN4145 has come back into traffic following an overhaul at Gemco Rail, and a repaint into the new Aurizon scheme. ACN4144 is currently receiving an overhaul at Gemco.

Q4017 has returned to service following a period of storage at Forrestfield. Q4004 also is back in traffic after an overhaul at Gemco and repaint. P2503 is receiving an overhaul at the Aurizon workshops at Forrestfield. Fire damaged ACC6030 is undergoing attention at UGL Rail.

BHP

The six new SD70ACe/Lci locomotives, 4492 to 4497, were unloaded from the vessel *BBC Sapphire* at Port Hedland on 18 August. The units wear a simplified BHP livery of orange with white lettering.

CFCLA

Former Robe River / Rio Tinto CM40-8M locomotives 9417 and 9424 were undergoing scrapping during late August at UGL Rail in Bassendean, having been stored on the premises for a number of years. They were two of the eight units purchased from Rio Tinto by CFCLA as part of the CD conversion project, with four of the units having been converted. These are now stored in a yard near Port Hedland.

(Some items sourced from the Metronet news page.

<https://www.metronet.wa.gov.au/news-info/latest-news>)

ELSEWHERE IN AUSTRALIA (from Kevin Pearce)

Members of Tim Fischer's family have attended a memorial plaque unveiling at the Albury Train Station to honour the former deputy prime minister. The plaque was unveiled on the first anniversary of Mr Fischer's state funeral that was held in Albury on August 29, 2019. Although Mr Fischer's wife, Judy Brewer, was unable to attend the event due to the coronavirus pandemic and the NSW-Victoria border closure, Ms Brewer witnessed the event via FaceTime. The Fischer family was represented by Mr Fischer's brother, Tony Fischer, and his sister, Vicki Baudry, who unveiled the plaque.

As well as being a parliamentarian, diplomat, author, rail enthusiast, farmer and soldier Tim Fischer was also a broadcaster and chose to host his ABC Great Train Show podcast series out of the Wodonga studios in 2008 and 2009. The plaque was gifted by the ABC and honoured Mr Fischer's contribution to the local community and beyond and acknowledged his love of the Albury Train Station.

Ms Brewer said she was pleased a memorial plaque for her husband was now at the station. She said the station was one of his favourite places and he often used it for travel, meetings, interviews, and book launches. "It was our 'meeting place' in Albury both before we were married and after. He could always entertain himself there if I was running late!," she said.

Mr Fischer often spoke of the individuals who stood on its platform due to the change in rail gauge. Notable travellers included authors Mark Twain and Agatha Christie, opera singer Dame Nellie Melba, cricketer Don Bradman, and military leaders General Sir John Monash and General Douglas MacArthur.

(from ABC NEWS)

MUSEUM ROSTER

DATE	TICKETS/SALES	SITE	DUTY SUPERVISOR
13 Sept	B Williams B Horton	D Raine	B Williams
20 Sept	Vol Reqd G Bradley	Vol Reqd	A De Smalen /P Rogers
27 Sept	L McBeath M Miles	G Higham	G Higham
4 October			
11 October	RAILFEST – Special Roster to apply		

SPECIAL EVENTS



MINNIVALE HERITAGE RAIL & WILDFLOWERS OPEN DAY
(Silo @ cnr Cunderdin / Minnivale Rd & Hewitt St Minnivale via Dowerin)

SATURDAY 19 SEPTEMBER 2020
11am to 4pm

Refreshments & Devonshire Teas available in the Silo on the day

Pre-order practical Picnic Packs from Dowerin Bakery PH 96 311 031

MEN'S SHEDS
Sensational Sausage Sizzle from Dowerin Butcher supporting our local Mens Shed

Book your Accommodation at:
Dowerin Short Stay dowerinaccommodation.com.au
Dowerin Hotel Ph 96 311 206
Dowerin Caravan Park & Motel Ph 96 311 135
Minnivale Free Camp Site No booking required

ty Resource Centre
Your local connection
to Dowerin CRC
11 662
@crc.net.au
inityresourcecentre

SHIRE OF DOWERIN

Rail Heritage WA

For further enquiries re: the Minnivale Open Day please contact Dowerin CRC 9631 1662



Greenhills Progress Association and the Shire of York cordially invite you to the opening of the

GREENHILLS HERITAGE TRAIL

by Shire President, Cr. Denese Smythe

2pm, Sunday 20 September 2020

at Greenhills Hall, Greenhills Road, Western Australia
Parking opposite and near Hall

Afternoon Tea will be served. Please RSVP by 15 September to:
Helen D'Arcy -Walker, Shire of York. Tel: 08 9641 2233 E: eso@york.wa.gov.au

A GREENHILLS PROGRESS ASSOCIATION project, kindly supported by:

lotterywest

Bendigo Bank

Anglican Church Diocese of Perth

The heritage trail will include the history of the railway in Greenhills.



RAIL HERITAGE WA

Members Newsletter

October 2020



FOR YOUR CALENDAR

Saturday	10 October	Museum Work Day from 9am (no meeting on 10/10)
Sunday	11 October	RAILFEST 10am to 4pm
Sunday	25 October	South-West Rail and Heritage Centre Open Day
Saturday	14 November	General Meeting 2pm

FROM THE PRESIDENT (Brian Williams)

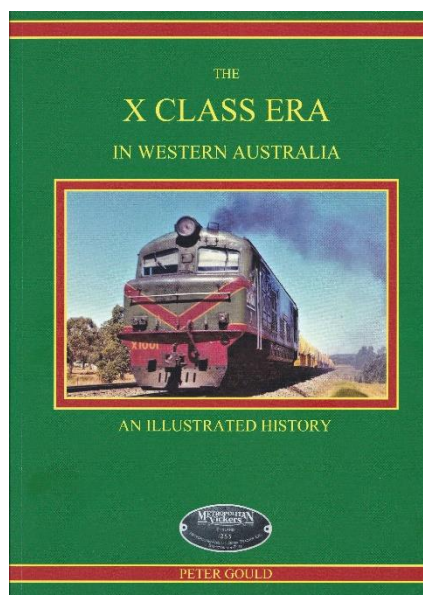
RAILFEST 2020 is going ahead on **Sunday 11 October 2020**, between 10.00am and 4.00pm. I am seeking the assistance of members to help in setting up, cleaning, for Railfest on the day itself as well as Saturday 10 October. The ticketing arrangements for Railfest will allow a controlled orderly access of the public into the Museum which will assist in the maintaining of sensible COVID-19 safety precautions including good hygiene, additional sanitisation and physical distancing.

Volunteers are also sought to assist in the operations of the Museum on Wednesdays and Sundays. I was disappointed that I received no response from the membership in relation to assisting in the operations of the Museum. There are currently 8 members who are available for Sundays and I have 4 members available for Wednesdays.

SALES

At Rail Fest at 10am a new book ***The X CLASS ERA in Western Australia, An illustrated history*** by **Peter Gould** will be launched. On this day it will be available to members at a special price of \$65 – and you can have it signed by Peter. This special price will continue for October thus allowing members who cannot get to the Museum to order a copy at the discounted price. An order is attached to this mailout.

This is the story of 48 locomotives that ushered in the modern era on WA railways. Imported in one bold order, the X class were unveiled with great promise, then suffered so many problems as to bring about a royal commission. But WAGR engineers eventually solved the problems and these engines went on to give three decades of service. Peter has researched their design and construction, the problems operating in WA's harsh environment, the royal commission and politics and their service life. Each of the 48 locos has an individual entry with photograph and life history notes. More than 200 pages, A4 size, numerous photographs mostly in colour.



MUSEUM

A huge thank you is extended to Bruce Keay, Graeme and his painters, for an excellent job on the planning, construction and erection of the new storage area within the Noel Zeplin Exhibition Building. Bruce's design and construction make a fantastic asset for us.

Post Covid-19 Return to Wednesdays (Graeme Bradley)

On Wednesday 30 September, we returned to our normal Wednesday public opening activities at the Railway Museum in Bassendean. This was the first time we have opened on Wednesday since Covid-19 restrictions were mandated in March this year. We have been operating on Sunday now for several weeks.

This first day back was planned to provide for school holiday activities and even though it was relatively short notice, attendance was quite satisfactory. Our book sales were good with income boosted with an unusual sale, two visitors from Esperance both purchased a copy of "A History of WAGR Passenger Carriages". Well done Arno.

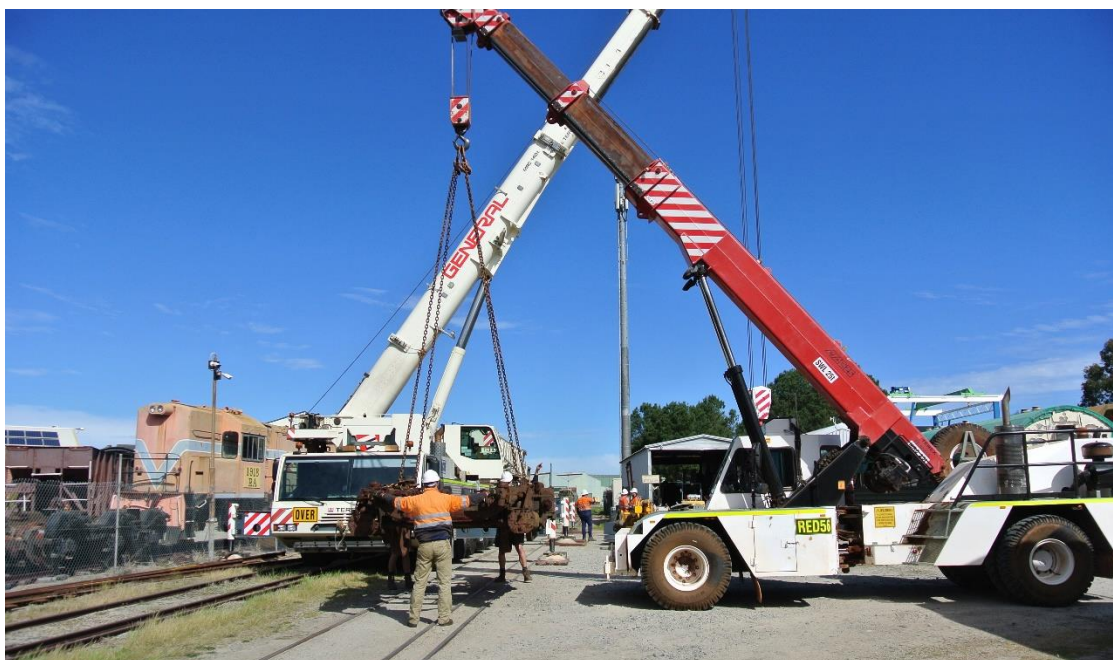
A special thank you is extended to our volunteers who stepped forward to assist in getting our museum opening hours back to the level of pre Covid-19.

A DAY OF LIFTS (Philippa Rogers)

During the past month, a massive operation saw RA 1918 come off stands and receive standard gauge bogies – so it is now KA 213. This locomotive was one of the few that ran as both narrow gauge (RA) and standard gauge (KA). UGL worked with us and closed rail access to their site for the day to enable this to happen. General Cranes also assisted us with a discounted price for the day. The cranes (3 of them) arrived by 7am and everyone was very busy until 4pm.



While one of the large cranes was setting up and locating the locomotive bogies, the other was further down the track extracting two sets of standard gauge carriage bogies from the short section of track where they had been stored for some years. This was to enable two of the standard gauge cars to be returned to standard gauge bogies instead of the temporary narrow gauge bogies.



The smaller franna crane seen here assisted with the siting of various carriage bogies. In addition it extracted a pair of bogies stored near the Water Corp drain that had to be removed as they were next to a tuart tree which is riddled with white ants, necessitating plans for its removal.



After the standard gauge bogies were put into place the two large (140 tonne) cranes carefully lifted RA 1918 off the locomotive stands, which were then removed. The bogies were placed at either end of the locomotive ready for it to be reassembled. W 953 had been moved from the area on the previous weekend to allow space for this working.



Very carefully, the locomotive was lowered onto the standard gauge bogies. It is now KA 213 and we look forward to seeing it repainted in the two-tone blue colour scheme.



The next task was to lift two former Commonwealth Railways carriages, AVDP 362 – a long relay van (seen here) and ARD 83, a Wegmann twin berth sleeping carriage off their temporary narrow gauge bogies (on loan from Bennett Brook Railway) and then onto their standard gauge bogies. This move was made possible due to the completion of the dual gauge track project last year. Thanks to all involved and Dom for organising the day.

ARCHIVES (Graham Watson)

Recently another two hundred images were added to the RHW online Photo gallery. Our thanks to Lindsay Watson and Adrian Gunzburg for supplying the majority of the images, to Allan and Michael for the captioning of the images and to Geoffrey and Richard (Toad) for preparing the captions and the images for the website.

The new additions are numbered P19801 to P 20000 and bring the total on the photo gallery to 25,444.

Archives Requests this month

Subject	Purpose
Amery railway dam	Historical society
J. Drysdale, WAGR employee record	TV production
MRWA F class photos	Self
Steam Locomotive Course manual	Self
W. Willwork, ASG Board chairman	Family history
G. Thompson, Millars loco driver	Family history
Murchison railway history	Touring

Locomotive G 117- Merredin Railway Station Museum

The 'G' class were arguably the most successful locomotive type ever to operate in WA. Whether on the main lines and shunting yards of the WAGR, or hauling logs or firewood on private lines, they had a reputation for versatility and reliability. The 4-6-0 Dübs-built engines were the most handsome and this is the story of preserved locomotive 'G 117'.



G 117 is seen here with Fs 416 at the Bunbury Loco depot in 1968. (G Wilson, P06876)

G 117 was built by Dübs & Co. in Glasgow, Scotland (Makers No.3501/1897) at a cost of £2620. It arrived at Fremantle on the SS CORNWALL on 28 September 1897, along with G

111-116 & 118-120. The locomotives were in a stripped-down condition and taken to Fremantle Workshops for assembly and trials.

The completed engines were a work of art. They were painted in gloss black, with vermillion (red) between the frames and on the buffer beams, with the latter having a fine white pinstripe around the edge. The dome cover and safety valve surround were highly polished brass, while the chimney top and piping were polished copper and brass. The twin whistles and cab fittings were also polished brass, with polished steel side rods and motion. Large individual brass numerals were fitted on the cab side, while the wording 'CLASS G' and 'W.A.G.R.' was painted on the boiler side and tender, respectively.

G 117 entered service on 6 November 1897 and was sent to Perth depot.

Perth 1897- 98

Perth locomotive depot was adjacent to Wellington Street, on the site which is occupied today by Perth Arena. There was an allocation of 32 locomotives, mostly used on suburban trains and shunting. G 117 spent only a few weeks here, 'running in' wheel bearings and ironing out mechanical issues.

Wagin 1898 - 1902

This was the principal locomotive depot in the Great Southern district and had an allocation of about 15 locomotives. These were used for passenger and goods working to Albany, as well as trains to Northam. Due to their slow speed, the G class worked mostly goods trains.

Perth 1902 - 4

By 1902 the 'G' class were largely obsolete and many of the older 2-6-0 engines were stored at the Fremantle and Midland Workshops, while the newer 4-6-0 engines remained in service. These engines continued to work some main line services but were generally confined to shunting the large marshalling yards. During an overhaul at Fremantle workshops in September 1903, '117' had oval number plates fitted on the cab sides and rear of the tender, whilst much of the brass and copper fittings, and the decorative lettering were painted black to reduce maintenance.

Midland Junction 1904 - 8

This depot had 20 locomotives, mostly heavy freight engines for hauling goods trains to Northam and York. The small group of 'G' class were mostly used as shunters but also worked the line to Mundaring and the zig-zag railway to Kalamunda and Pickering Brook.

Kalgoorlie 1908 - 18

This was a busy depot, stabling 28 locomotives for hauling passenger and goods traffic on the goldfields. 'G' class were used on passenger and goods services around the Boulder Loop line and shunting the large yard at Kalgoorlie station. By 30 June 1909, '117' had travelled 200,387 miles since new.

Midland Junction 1918 - 21

This depot now had 28 locomotives, with the same mix of heavy freight engines and small shunters. The group of 'G' class continued to work the lines to Mundaring and Pickering Brook.

Bunbury 1921 - 25

This depot had 29 locomotives, with most employed on heavy goods working to Perth and Bridgetown. The 'G' class were used as shunters in the yards and on the wharf at Bunbury, and on mixed trains to Busselton. In September 1923, '117' was hired to the Timber Corporation at Greenbushes, while the company locomotive *ELLA* was undergoing repairs. During this time, '117' hauled logs on the forest tramways and sawn timber from the mill to the government sidings.



In November 1962, Bob Taylor photographed G 117 with a shunters' float in Bunbury as it was shunting the wharf area. (T03575)

Narrogin 1925 - 33

This depot had about 30 locomotives, mainly employed on passenger and goods working along the York-Albany main line and the numerous agricultural branch lines.. The 'G' class were used on some branch line services but mostly as shunters at Albany.

East Perth 1933 - 36

This depot had replaced the old Perth depot in 1919 and was the largest depot in the metropolitan area. In 1933 there were 69 locomotives to work passenger and goods services. The 'G' class engines were kept busy shunting on the many sidings at Perth and East Perth.

Distance travelled at its general overhaul on 12 December 1935 was 533,894 miles.

Fremantle 1936 - 40

This depot had about 25 locomotives, many of which were 'B, G and K' class for shunting the large number of sidings around the wharves and town.



G 117 is seen here on the turntable in front of the roundhouse at the Bunbury locomotive depot. (G Bown, T02355)

Bunbury 1940 - 44

The depot had about 38 locomotives. The 'G' class were working as shunters around Bunbury and hauling Mixed goods trains to Busselton and Augusta.

Midland Junction 1944 - 49

This depot had about 40 locomotives, with the same mix of heavy freight engines and small shunters. The group of 'G' class continued to work the lines to Mundaring and Pickering Brook (closed 22 July 1949). In this post-war period many WAGR engines were in poor condition due to years of hard work and deferred maintenance.

Banksiadale 1949 - 57

During the general overhaul at Midland Workshops in 1949, the boiler in '117' was converted to wood-burning. The locomotive was then transferred to the WAGR sawmill at Banksiadale, near Dwellingup, in August 1949. The mill operated an extensive network of forest tramways for hauling logs to the mill and sawn timber to Dwellingup station. The timber cut at this mill supplied Midland Workshops and sleepers for around the WAGR system. Initially 'G' class worked the main line trains but were relegated to shunting after the arrival of the large 'CS' class engines from 1951.

Fremantle 1957 - 62

This depot had about 20 locomotives, but significant changes were coming. The standard gauge project and the re-organization of Fremantle yard had earmarked the depot for closure. Dieselization of the shunting duties and opening of new North Fremantle diesel depot put an end to steam operations. At its general overhaul in January 1961, '117' had travelled 765,722 miles.



In January 1966 G117 is seen on the causeway at Bunbury, bringing empty GH class wagons from the Bunbury Power Station. A crew member can be seen sitting on his seat outside the cab. (P Hopper, P09593)

Bunbury 1962 - 68

By 1962 the future for 65-year-old steam engines was grim. There was still work for a 'G' class at Bunbury due to load limits on the jetties at Bunbury and Busselton. There were 35 locomotives in the depot, including the small group of vintage 'G' class. The boiler life of '117' expired on 30 November 1968 and the locomotive was withdrawn and stowed.

Bob Moss captured G 117 at Northam c1970. (T03434)



Northam 1968 - 70

Along with a number of other retired engines, 'G 117' was stowed at Northam by May 1969. In April 1970, the Lions Club of Merredin contacted the WAGR to purchase a locomotive for display and 'G 117' was considered, along with 'G 67'. 'G 117' was written off the books on 10 September 1970 and negotiations for its sale proceeded.

Midland Workshops 1970 - 71

By November 1970, '117' had been moved to Midland Workshops. It was inspected on 28 July 1971, with the plan to remove the tender from '117' and fit it to 'G 67' - for sale to the Lions Club of Merredin. 'G 117' would acquire the tender from 'G 123' and be available to sell to either Lou Whiteman or the Kalgoorlie museum. The Merredin museum had been offered 'DM 588' (April 1971 for \$1296) and either 'FS 423' or 'FS 452' (July 1971 for \$1436 each). However, on 7 October 1971, 'G 117' was instead offered due to the poor condition of 'G 67' and it was sent to Merredin on 16 November 1971.

Merredin 1971 - 73

Initially, 'G 117' was displayed on a section of track on the outskirts of Merredin. Due to vandalism concerns it was relocated to West Merredin yard in February 1973 and subsequently to the railway station museum.

In 1972 Malcolm Searle photographed G 117 in the Lions Park in Merredin. (T04920)



G 117 at Merredin in 2020

As displayed today at the museum, 'G 117' is comprised of boiler No.540 which was built at Midland Workshops in August 1945. The tender is from 'G 43', while the cab is off Neilson-built 'G 67'. Part of the original cab from '117' was used for the wall sculpture at the PTA Centre in East Perth.

(J Austin)

SOUTH-WEST RAIL AND HERITAGE CENTRE

Another successful Open Day was held on Sunday 27 September with well in excess of 200 visitors. Rail Heritage WA will be responsible for the November Open Day there on 22 November.

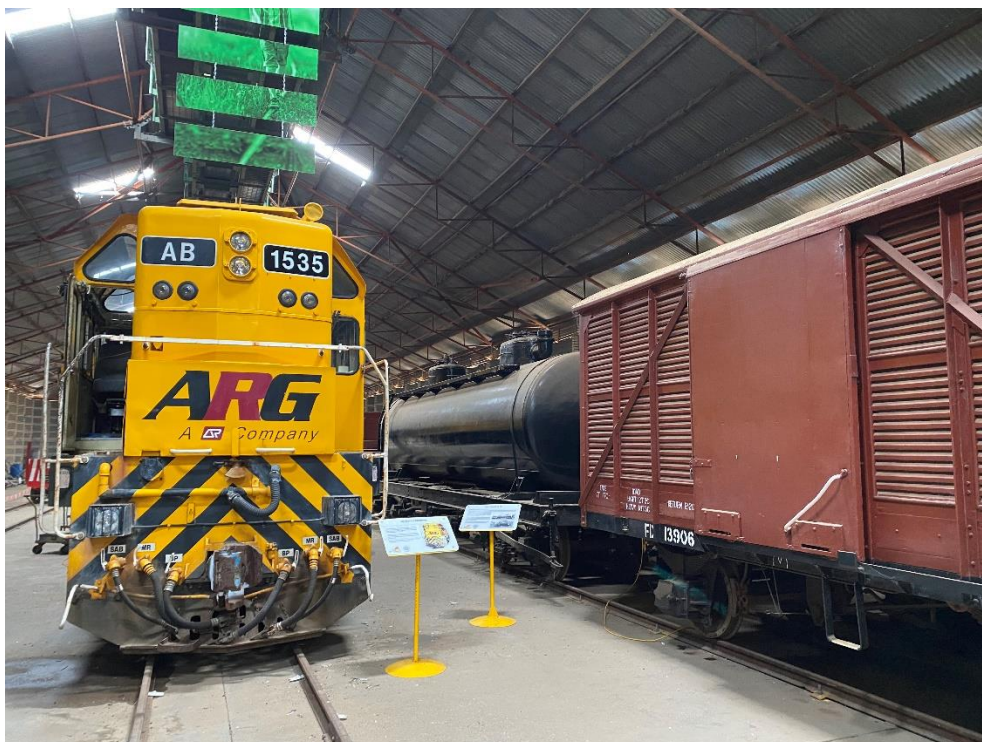
Efforts continue to seek a replacement for the former Bunbury Goods Shed.

WHEATBELT HERITAGE CENTRE AT MINNIVALE

It seems that many people were taking up the 'Wonder out yonder' with over 300 people braving bleak conditions to attend the Heritage and Wildflowers day on 19 September. We held a successful small sales stall there. Thanks to James Waterhouse for the photos.



Some of the crowd can be seen here along with our vehicles, which are all in excellent condition and enjoying living under cover. AB 1535 (below) is now also part of Rail Heritage WA's fleet and is keeping in running order and negotiations are underway to allow it to be moved on site.



NEWS FROM AROUND THE STATE (Simon Barber)

TIER THREE RAILWAYS

An engineering review report into the Arc Infrastructure Tier Three lines by Agonis Group was released on 24 September. The report listed assessments of all the lines and presented detailed costings of work needed to get each line up to operational status. Options explored included gauge conversion of the lines which feed into West Merredin from narrow to standard gauge.

The report can be accessed through the following link:

https://www.transport.wa.gov.au/mediaFiles/Freight-Ports/FREIGHT_P_Tier_3_Grain_Lines_Engineering_Review_Report.docx

The State Government has indicated three preferred options for line reopening in the shorter term. These are the Narrogin – Kulin, York – Quairading and West Merredin – Kondinin railways, with the latter under consideration as either being narrow or standard gauge. No services have operated on any of the Tier Three lines since June 2014. Various community advocations have been made in the ensuing years, with the most recent one being a public meeting held in Kulin during August.

AURIZON

Locomotive Notes

The overhaul of Q4012 at Gemco Rail has been cancelled due to the discovery of a bent frame. This occurred some years ago as the result of a level crossing accident near Esperance. Q4018 has been substituted in the overhaul programme, with its frame being transported by truck to Gemco. Q4012 has subsequently been stripped of usable parts, these being used in the Q4018 overhaul.

Q4015 is in storage at Forrestfield.

LZ3119 and 3120 are to be retrieved from Avon Yard, and transferred to the Forrestfield workshops for mechanical attention. The movement had not occurred by 30 September due to mechanical issues with the units. They are to be used for Aurizon ore traffic in New South Wales with new contracts coming on stream. Aurizon has also been investigating the return of other LZ class units to service in Western Australia, using reconditioned EMD 645E motors sourced from the USA.

P2501 was trucked from Narngulu to Forrestfield during September; it had been stored at Narngulu for some time on stands without bogies. It is understood that the unit is to receive an overhaul. P2503 is undergoing an overhaul by Aurizon at Forrestfield and been repainted into the simplified Aurizon scheme. This was the final unit in the class to wear the ARG orange and black colour scheme.

Forrestfield Yard

Aurizon is in the process of clearing parts of Forrestfield Yard prior to the land being sold for non rail industrial development. The sections to be cleared include the intermodal terminal, narrow gauge loco area, truck parking apron next to Gemco Rail, yardmaster's tower and the turntable region.

New home for the 'Ballaarat' loco (Geoffrey Higham)

The Busselton station building was moved again in 2016 to its new location at the waterfront and is now part of an expanded visitor centre and small museum. The prize exhibit in this museum is the 1871 locomotive, the first steam loco in WA and the oldest surviving loco built in Australia.

Traditionally known as the 'Ballaarat' – the spelling in 1871 of the city in Victoria where it was built, and which was painted on the boiler cladding in a works photo – the loco itself has been externally restored and looks very good.

As may be seen from the photos, this important relic has now been given the care and protection it deserves, after decades in the open air at Midland and then in central Busselton. It is now well protected from the elements. It is also safe from vandals because entry to the museum room is through the staffed visitor centre.

The engine will be 150 years old next year – Rail Heritage WA celebrated the 100th anniversary of this loco and the railway it ran on near Busselton back in 1971, and no doubt the 150th will also be a special occasion.

The station building itself is interesting, built in 1894 for the opening of the railway from Boyanup to Busselton. It was very similar to buildings at Mullewa and Toodyay, which in turn were patterned on a New Zealand Railways design, their "4th class" station building. (remember that C.Y.O'Connor came to WA from New Zealand)



The station building was removed from its original location in August 1987 after the Busselton line closed to a park at the entry to Busselton, opposite the new city offices and the original space is now occupied by the Busselton Community Resource Centre. In 2006 it was moved again to the seaside, next to where the siding ran from the yard to the jetty. It has been extensively added to with a front platform for the little train running on the jetty, the "Ballaarat room", offices and workshop/shed for the little train.

The detailed story of the 'Ballaarat' has been researched by Philippa Rogers and published in "Light Railways" magazine issue 224, now out of print but available for free download from the Light Railways Research Society website.





MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
07 October	A de Smalen	S Rayner	Curtis Perry	A de Smalen
14 October	A de Smalen	G Bradley	Curtis Perry	A de Smalen
21 October	A de Smalen	S Rayner	Curtis Perry	A de Smalen
28 October	A de Smalen	G Bradley	Curtis Perry	A de Smalen
04 November	A de Smalen	S Rayner	Curtis Perry	A de Smalen
11 November	A de Smalen	G Bradley	Curtis Perry	A de Smalen
18 November	A de Smalen	S Rayner	Curtis Perry	A de Smalen
25 November	A de Smalen	G Bradley	Curtis Perry	A de Smalen

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
RAILFEST - SPECIAL ROSTER				
11 October				
18 October	B Williams	B Keay	D Raine	B Williams
25 October	L McBeath	M Miles	G Higham	G Higham
01 November	A de Smalen	B Horton	Vol Reqd	A de Smalen
08 November	B Williams	B Horton	G Watson/M Gillooly	B Williams
15 November	B Williams	B Keay	D Raine	B Williams
22 November	A de Smalen	B Horton	Vol Reqd	A de Smalen
29 November	L McBeath	M Miles	G Higham	G Higham

RAILFEST 2020 family fun day

Where? **The Railway Museum,**
136 Railway Parade,
Bassendean

When? **Sunday 11 October 2020**
10.00 am to 4.00 pm

Swap meet - new &
pre-owned, model trains,
books, railwayana

Rare trades
demonstrations

Model engineers
- BIG models

Historic bus
display

METRONET
see the latest plans,
ask the experts

Model railways
Sausage sizzle
Buffet car teas
'Thomas' Bouncy Castle
Historic trains
New exhibition



Book launch
Illustrated history of
the X class

**Free shuttle bus from
Bassendean train station!**

Who?
RAIL HERITAGE WA
with the
WA Model Railway Club

How much?
No extra!
Adults \$9.00
Concessions \$7.00
Children (4-15) \$4.00
under 4 yrs free

TICKETS – IMPORTANT
COVID awareness – help us all stay safe - book your tickets beforehand
with TRYBOOKING <https://www.trybooking.com/BLLOS>
ONLY VERY LIMITED TICKETS AT THE GATE !

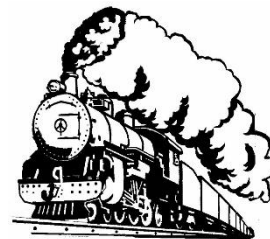
www.railheritagewa.org.au
www.facebook.com/railheritagewa



RAIL HERITAGE WA

Members Newsletter

November 2020



FOR YOUR CALENDAR

Saturday	14 November	General Meeting 2pm
Sunday	21 November	South West Rail Heritage Centre Open Day
Saturday	12 December	Christmas social meeting 2pm – please bring a plate of finger food to share

FROM THE PRESIDENT (Brian Williams)

To all members and volunteers who assisted with cleaning the Museum and setting up as well as working at Railfest I wish to personally thank you for a great job that you all performed. It turned out, weather and crowd wise, to be an excellent day. The use of TRYBOOKINGS and allocated times for the first couple of hours proved successful. In my wanderings around the site I could see that people were working hard as well as enjoying themselves.

I wish to extend a thank you to Kieran Wright and WATCO for providing the two DBZ class diesel locos for display.

As you may be aware the Premier is intending to open the State's borders as from 14 November so no doubt we may see an influx of travellers from the Eastern side of the country, as well as allowing the West Aussies the ability to see relatives and friends. From that date late notice has been given that museums will once again be required to keep a register of attendees. Final details not yet decided.

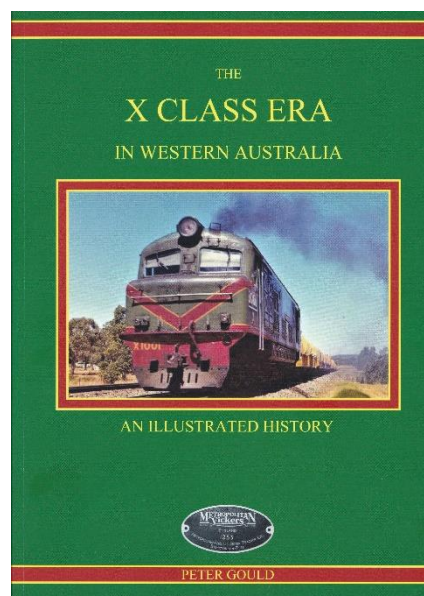
SALES

On-line Book Sales (G Bradley)

Following the successful launch of Peter Goulds new book "X Class Era in Western Australia" during Railfest on October 11, the book was included on Rail Heritage Book Sale website on October 12.

Continuation of the special reduced launch price for the month of October generated a very good initial response with orders being received for 20 individual books being received in first few days and then smaller numbers of other orders including requests from Wholesalers for 11 copies. On-line interest in the new book included several sales of other titles from our website.

One remarkably interesting sale was generated by Editor Geoffrey remembering an inquiry he received from a potential customer from Queensland in 2015. The chap had been visiting our museum on holidays



and after returning home requested via email if there was a book available on the “X class locomotive”. Geoffrey responded in the negative, but there was a book being researched.

After 5 years, Geoffrey was able to email the fact that we now had the new book available and response was immediate, with an order being placed. Great job, not only remembering the inquiry, but being able to retrieve the email exchange.

CONTAINERS FOR CHANGE

Rail Heritage WA has registered for Containers for Change and you can assist our fundraising even if you are unable to come to the museum.

At the museum please ensure any eligible containers are put in an appropriate bin or you can take your collection to the relevant refund point and ask them to put it to this ID number: C10338481.

Most aluminium, glass, plastic, steel and liquid paperboard drink containers between 150ml and 3L are eligible for a refund.

Excluded containers include:

- Any plain milk containers
- Any glass containers which have contained wine or pure spirits
- Containers 1L or larger for flavoured milk, pure fruit or vegetable juice
- All cordial or syrup containers

RESTORATION AND MAINTENANCE

Ian Studham



The midweek guys continue with the re-cladding of Midland Railway sleeping car JV 33. The tongue and groove on the lower side of the north east quarter of the car is now complete and looking very smart. Putting of screw holes and further undercoating is now the order of the day on this section, while the photo shows that the main focus has turned to the windowline panels, which need to mate into the window edging moulds at each end and will need a small strip inserted along over their top edge to fill in the rebate slot in the moulding above. Thoughts are now turning to the full repainting of this side of the car and exactly what livery it should appear in. We have several choices of MR livery and JV 33 may well appear in a long lost colour scheme.

AGS 22, the shower car, has been missing a section of ceiling on its east end platform for as long as I can remember. At some point in the past, for reasons unknown, somebody took the light fitting down accompanied by the pieces of tongue and groove panelling that it was attached to. I have looked for this fitting for years as I've sorted and moved various items and fittings at Bassendean from one location to another and the missing light has never revealed itself, so prior to Railfest we filled the offending hole with replacement tongue and groove which itself was discarded during the restoration of the bullion van some years ago.

Fortunately it is the same profile and thickness as the original T&G on the AGS – once you start looking at WAGR tongue and groove it's interesting how many variations in thickness, width and profile can be found. Most of the bullion van reject T&G has splits and broken tongues, but we can usually salvage good short lengths out of longer timber, and this has been the case with the AGS platform ceiling.



ST 1 continues to be slowly re-assembled – the brake rigging is now fully re-installed and connected and looks great – especially compared to the rest of the underside of the vehicle where some de-greasing and cleaning will be required eventually. Dominic is currently doing battle with the cowcatchers. They came off without any problem – gravity is always helpful there, but the various bolt holes are not lining up as well as they should be – probably the legacy of the cowcatchers doing their job and making contact with other objects over the course of their lives and being bent slightly out of square. The other challenge is getting up in amongst ST 1's main framework to access the bolt holes – the unit is laden with cut rail to weigh it down for better adhesion, and most of this is welded together into big chunks which sit on the mainframe members and make access very difficult.

Brayden and Dom have installed sets of secondhand batteries in Commissioners Car AM 313 and railcar ADG 612. The Commies car takes 2 sets of batteries – a legacy of its duties as a self-contained inspection vehicle which needed to have the ability to keep the lights on for long periods of time stabled in sidings anywhere around the WAGR network. It was nice to see the lights come on in this vehicle which has been in storage for quite a few years now, however a check on one set of batteries a couple of weeks later revealed they were almost fully discharged, meaning there is an electrical leak or short somewhere in the vehicle causing the batteries to drain – so some further checking of the domestic circuits is required to find out where that fault may be. Unlike nearly every other passenger car, AM 313 doesn't have a bank of mains isolation switches, so the power is available to the upper reaches of the car at all times. Brayden is looking to remedy this issue by installing a circuit breaker on each set of batteries so we can be assured they remain isolated from the cars electrics when not required. As for the ADG, the aim is eventually to be able to start its motors, but there remains some work to be done before that can be achieved. Suffice to say that the railcars power circuits have been energized, and it was good to see the headlights come to life. The internal flouros don't work though, despite the main relay for them kicking-in, so there's obviously a disconnection there somewhere.

James Waterhouse has stepped up to the task of repainting our 4 wheeled ZF brakevan, which sits in a very public location alongside the signal box on the top road dock platform.

It's been about 15 years since its last repaint, and because it's external tongue and groove timbers are not in the greatest condition it tends to deteriorate a bit faster than some other vehicles might. James has commenced prep work on the platform side of the van and has removed all the loose paint, given the entire side a sand and has been treating the very dry and porous timber to a good dose of linseed oil to assist with the repelling of moisture. Now the image shows the application of undercoat before we start seeing colour go back on.



The VD van which was retrieved from exile in August has had all the old loco filters removed (these will eventually be disposed of as we don't need or want them) and has had some preliminary de-greasing and cleaning performed on the interior in anticipation of it being used for more meaningful storage in the near future.

Johnno and Noah have been sorting and cleaning components from the braking set-up of one of our narrow gauge Bradken ride control bogies that has been in a disassembled state for quite a few years. Apart from the bogie mainframe and the bolsters, all the components for these bogies have been stored in one of the containers, but now with Freudy out of the main work shed the opportunity was taken to bring one of the bogie frames in and make a start on assessment and re-assembly. Next step is to check the tolerances of all the bushings to find out if any require replacement due to wear.

Noah and Brayden have also spent a bit of time repainting some of the external pipework on S 549.

Keeping with the theme of putting things back together, the Mills coupler faceplate guide on the east-end of Australind saloon AYC 510 was re-installed after straightening and repainting – now it needs an overhauled coupler to finish the job off.

Finally, a shout out to Kirk Penno who brought his big whipper-snipper down to the Museum on a recent weekend and spent the better part of 2 days dealing with the long grass around the whole of the rear property at Bassendean - a necessary but mundane task and our thanks to Kirk for his efforts.

MUSEUM

RailFest work days – thank you to all who came along, as others who assisted at other times, as your contributions resulted in the excellent presentation of the Museum for the day.

ARCHIVES (Graham Watson)

Requests this month

No.	Subject	Purpose
65	Mornington railway disaster Nov. 1920 photos	Commemorative plaque
66	Dumbleyung station	Heritage trail
67	Manjimup station yard	Local history
68	CBH grain handling in 1963	Self
69	G. Roberts, WAGR employee record	Publication
70	Rockingham-Jarrahdale railway	Heritage assessment
71	W. Jaques, MRWA employee record	Family history
72	Mc Lemon, WAGR employee record	Family history

Fifty Years Ago



On 22 November 1970, W 943 with V 1217 ran on an ARHS tour train. Seen here at Brunswick Junction.

(P18616 J Joyce)

W 943 and V class 1217, on the same ARHS tour train crossing the Hamilton River bridge.

(P18618 J Joyce)





W 943, double heading with V 1217 on the ARHS tour train to Collie, (T03308, R Moss)

W 943 and V1217 on ARHS Tour Train to Collie, at Beela (P16912)



November 1970 VI 7980 Locomotive Instruction van, ex ADF 490 'Boronia' at Forrestfield yard. (P6452 by D Beazley)



(P6454 by D Beazley), Y 1111, also in No 1970, Forrestfield

TELEPHONE BOXES AND RAILWAY STATIONS

(Steve Smith, Secretary Collie Rail Heritage Group)

There was a time when red PMG (Post Master General) telephone boxes were a common sight on some street corners, near shops and definitely at the local Post Office or Railway Station. It was the only way to immediately contact someone when away from the home or the office. If you could put up with the smell of stale cigarette smoke or worse, these telephones were the main way to make immediate contact with others.

Cherry red on the outside and a spruce green speckled with black paint on the inside, presumably to camouflage the pen markings where people transcribed numbers onto the walls. The glass panels were sand blasted with the lettering TELEPHONE. Inside was a large green and black metal box, a slot for coins at the top and a rotary dial on the front. A braided cord connected a mouth/earpiece that hung on a switch cradle on the side of the box.

There was also a narrow shelf under the telephone to hold one or two thick telephone books if you were lucky enough they were still there. The user needed coins to operate the phone and often calls were cut off when the time limit expired. We've come a long way since with the introduction of mobile telephones.

The Collie Rail Heritage Group refurbished one of these red telephone boxes several years ago for Rail Heritage WA. Then refurbished another for Terry Massara and later another that needed refurbishment from the Collie Museum as it was known then. Recently the Collie Rail Heritage Group completed their first replica telephone box as close to the original design as possible and have just started building another replica. Chairman of the Rail Heritage Group, Russell Saunders says they take some time as each piece is made as close as possible to the original. The glass panels are stronger than in the originals and grit blasted for the lettering. The roof is the most complex part as it protects against the weather as well as provides ventilation.



The group work as a team spending many hours on each one to make them as authentic to the original design as possible each. The result is something the rail members are very proud of, and monies earned go back into maintaining, conserving or refurbishing of Collie's rail heritage, rolling stock, buildings and track.

FROM JEFF AUSTIN – LOCOMOTIVE HISTORY

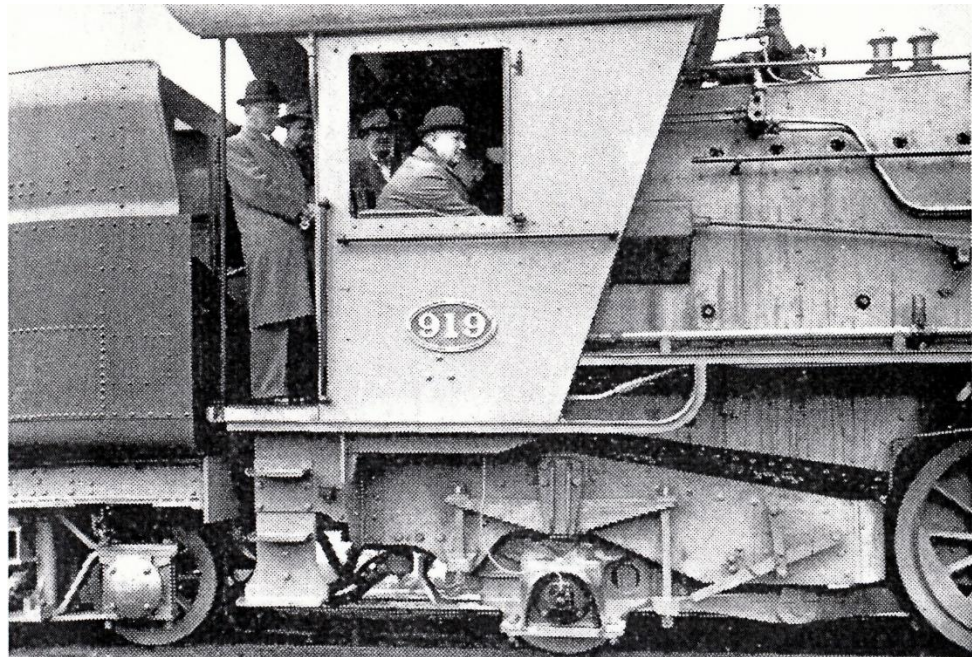
As you know each month, I feature the history of a particular locomotive in the members newsletter. If any members who have a favourite locomotive or any engine for that matter, which they would like to see featured in that section, please contact RHWA archives (eg archivist@railheritagewa.org.au) and I'll see what I can put together. The locomotive does not have to be preserved to be featured.

W 919 – Esperance Museum

The Esperance Museum has a large collection of exhibits, including several items of historic railway rollingstock. This is the story of locomotive W 919.

W 919 was built by Beyer Peacock & Co, Manchester, England (Makers No.7396/1951) at a cost of £35,380. The WA Premier, Ross McLarty visited the works in Manchester on 9 April 1951 and was photographed in the cab of W 919.

*Premier Ross
McLarty at the
controls of W
919 in
Manchester 1951
: Railway Institute
Magazine,
August 1951*



It arrived at Fremantle on the ship "TREVELYAN" on 13 August 1951, along with W 917, 918 and 920-922. All were in a stripped-down condition for shipping and were unloaded and transported to Midland Workshops for re-assembly, painting and trials.

W 919 emerged in the new green livery and entered service on 12 September 1951. After 'running in' work in the metro area for a couple of weeks, it was then transferred to Narrogin depot. This depot had about 25 locomotives including 4 W class and they worked the main and branch lines to Merredin, York and Katanning. For much of 1952, the Metal Trades strike sidelined large numbers of WAGR locomotives awaiting repairs. W 919 was stowed for some months at Narrogin and following repairs in early 1953 it was transferred to Northam depot.

At that time, this was a large depot with 32 W class, working the various main and branch lines around Northam. W class were also sent to the out depots at Merredin, York, Toodyay and Wyalkatchem. During 1953 many W class developed serious boiler problems due to broken stays. W 919 was out of service for 2 months in late 1953 with boiler repairs at Midland Workshops, after which it returned to Northam

Following its first general overhaul in late 1954, '919' returned to Narrogin depot. This depot was now home to 17 W class and the aging fleets of C, L and O class locomotives were being retired. The W class continued to work the main and branch lines to Merredin, York and Katanning but they were also sent to the out depots at Brookton, Wagin, Katanning and Albany.



Seen on the 19 March 1966, is W 919 on the West Perth shunt with louvre vans at West Perth (P18423 J Joyce)

'919' returned to Northam depot at the end of 1958. This depot was now much smaller with about 30 locomotives, mostly PM and W class. During the following 2 years some of the branch lines served by this depot were dieselized but the versatile and reliable W class could still be well employed. '919' worked to Wyalkatchem, Merredin and York until January 1961 when it was transferred to Collie.

On 4 March 1967 W 919 with water tanks hauls the up goods, arriving Collie station yard. (P11368 P Hopper)



This depot had about 20 locomotives, mostly elderly FS class and a small number of modern V and W class. All these engines handled the coal mine shunts and heavy coal/goods trains to Brunswick Junction, Bunbury and Narrogin, often double-headed. The W class also worked the goods trains from Collie to Wagin. These services sometimes saw '919' sent out of Wagin to Lake Grace and beyond. By 1965 there were 27 locomotives in the Collie depot, with 14 W class and 4 S class, while a reduced compliment of FS locomotives undertook mine and shunting duties.



In July 1967 W 919 is the East Perth shunter, following goods train out of yard. (P Hopper, P11574)

'919' was ex Midland Workshops from its last general overhaul in December 1969 and a return to Narrogin. These were the final days of main line steam at Narrogin with dieselization of the GSR planned for early 1970. '919' was working in Wagin on 8 June 1970 and steamed for the last time to Narrogin the following day.

It was stopped for a 'B' service and following completion of this repair was permanently stowed on 18 June.

W 911 on 1 December 1968 at Narrogin (P Hopper, P11836)



W 919 stowed at Narrogin on 8 October 1973. (Jeff Austin)

It was still at Narrogin when written off on 14 August 1972. Final mileage was not recorded but would've been about 360,000 miles (580,000km).

It was towed to Forrestfield depot in October 1974 and then transported on a standard gauge flat-top wagon to Esperance for preservation.



On 14 November 1974, W 919 was transported on a WF standard gauge flat wagon. See here in Esperance Yard the loco was arriving for display at the Esperance Museum. (P14502 T Daniel)



W 919 displayed at Esperance Museum, 9 July 2008 : Phil Melling

Today, on display at Esperance museum the locomotive is half hidden by other displays. The boiler, No.961 was originally sent out from England as a spare and first installed in W 910 in October 1952. It was fitted to '919' at the last general overhaul at Midland Workshops in December 1969, while the tender comes from locomotive W 917.

W 919 is classified by National Trust of Australia (WA) representing this successful class of WAGR steam locomotives.

SOUTH-WEST RAIL AND HERITAGE CENTRE



CELEBRATING OUR RAILWAY HERITAGE

Open Day

Sunday 22 November 2020 9am to 2pm

- See Boyanup's first steam locomotive H18
- Fettle's story
- Blacksmiths
- Model railways
- Agricultural machinery
- Buy a railway book for Christmas
- Inspect carriages not usually open and
- See Leschenault Lady under restoration



Come for morning tea in the picnic van, sausage sizzle available.

Open from 9am to 2pm, Turner St, Boyanup. **Entry by donation.**

www.facebook.com/SouthWestRailandHeritageCentre/

or 0418 931 927

Rail Heritage WA will be responsible for the November Open Day there on 22 November. All volunteers to help on the day will be welcomed.

Efforts continue to seek a replacement for the former Bunbury Goods Shed.

The men's shed have done a great job of altering the BBQ area and have also painted the toilets .

NEWS FROM AROUND THE STATE (Simon Barber)

METRONET

Morley – Ellenbrook Railway

MELconnx Consortium has been announced as the preferred alliance to build the Morley- Ellenbrook Line. Led by Laing O'Rourke Australia Construction, the Alliance will now work closely with the Public Transport Authority to progress the designs and develop a construction schedule once the contract is signed in the coming weeks.

This contract is the biggest of four works packages that will deliver the project, and includes designing, constructing and commissioning the line and the five new stations at Morley, Noranda, Malaga, Whiteman Park and Ellenbrook. The other three packages are the New Bayswater Station Project, Tonkin Gap Project's associated works, and forward works contracts.

Armadale Line / Byford Extension

Two METRONET projects on the Armadale Line have taken a major step forward with procurement underway for the Byford Rail Extension and Level Crossing Removals at Mint Street, Oats Street and Welshpool Road.

The inner Armadale Line Level Crossing Removals contract will look to remove Mint Street, Oats Street and Welshpool Road, which had \$415m allocated in the 2019/20 State budget. Planning work will continue for the Hamilton, Wharf and William streets' crossings.

Recent community feedback on the project to elevate the rail in these areas, has also shown that improving station accessibility and increasing shelter at stations are potential opportunities for the project, which will see Oats Street and Carlisle stations being rebuilt. At the end of the Armadale Line, the Byford Rail Extension will extend the line around 8km south to a new station in Byford, which will be located south of Evans Way. The new station will be built within the existing rail corridor, including a bus interchange and up to 600 parking bays.

A list of shortlisted proponents for each of these projects will be released in early 2021.

Bellevue Railcar Assembly Facility



Clearing of site works and erection of the sheds for the new railcar assembly and servicing facility at Bellevue is well underway.

(Photo by Simon Barber)

CBH / WATCO

The 2020 / 2021 grain harvest for the state has been estimated at a little under 13 million tonnes. This estimate includes grain destined for all handlers as well as on farm use. While this is a substantial improvement on the previous harvest, grain production has dropped from the near record levels of 2018 / 2019. Harvesting had commenced in all zones by late October, and rail haulage from some selected silos commenced. One feature during September and October was the operation of a number of trains from the Albany and Geraldton zones into Kwinana and MetroGrain at Forrestfield. These workings provide the uncommon running of revenue traffic in the Narrogin – Wagin and Watheroo – Marchagee sections, trains between these points usually consisting solely of rolling stock transfer movements.

Watco ran a rail train 4RT1 from the Flashbutt siding at Bellevue to Hampton on 28 October. It was hauled by VL357 & 361, and FL220. The consist included a loaded WSH ballast wagon, and extra rail was loaded, these being for track repairs at the derailment site near Koolyanobbing. (See item below). The two VL units were destined for Parkeston, and a return to the Eastern States following a loan period in Western Australia.

SPECIALISED CONTAINER TRANSPORT

Eastbound SCT service 2PM9, worked by locomotives SCT005 and SCT013, derailed in the Lake Julia – Koolyanobbing section on the morning of 27 October. This immediately impacted the two Prospector services which had already departed that morning, with the eastbound service only able to reach Southern Cross, and the westbound Koolyanobbing. Freight services were cancelled or greatly delayed by the derailment. The SCT service was able to continue by 28 October, reaching Parkeston on that morning, but other services were still being impacted. Prospector services between Perth and Kalgoorlie were cancelled on 28 and 29 October.

(Some items sourced from the Metronet site <https://www.metronet.wa.gov.au/>)

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
11 November	A de Smalen	G Bradley	C Perry	A de Smalen
18 November	A de Smalen	S Rayner	C Perry	A de Smalen
25 November	A de Smalen	G Bradley	C Perry	A de Smalen
2 December	A de Smalen	S Rayner	C Perry	A de Smalen
9 December	A de Smalen	G Bradley	C Perry	A de Smalen
16 December	A de Smalen	S Rayner	C Perry	A de Smalen
23 December	A de Smalen	G Bradley	C Perry	A de Smalen **
30 December	A de Smalen	S Rayner	C Perry	A de Smalen **
6 January	A de Smalen	G Bradley	C Perry	A de Smalen **
13 January	A de Smalen	S Rayner	C Perry	A de Smalen **
20 January	A de Smalen	G Bradley	C Perry	A de Smalen **
27 January	A de Smalen	S Rayner	C Perry	A de Smalen **
3 February	A de Smalen	G Bradley	C Perry	A de Smalen

**** School Holidays – Museum opens 11.00am**

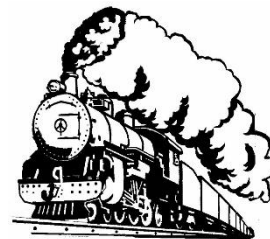
DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
15 November	B Williams	B Keay	D Raine	B Williams
22 November	A de Smalen	B Horton	Vol Reqd	A de Smalen
29 November	L McBeath	M Miles	G Higham	G Higham
6 December	B Williams	B Horton	G Watson/M Gillooly	B Williams
13 December	A de Smalen	B Horton	S Mackay	A de Smalen
20 December	B Williams	Vol Reqd	Vol Reqd	B Williams
27 December	L McBeath	M Miles	G Higham	G Higham
3 January	K Friend	B Horton	C Forsey	B Horton
10 January	B Williams	B Keay	D Raine	B Williams
17 January	A de Smalen	Vol Reqd	Vol Reqd	A de Smalen
24 January	B Williams	B Horton	S Mackay	B Williams
31 January	L McBeath	M Miles	G Higham	G Higham
7 February	K Freind	B Horton	G Watson/M Gillooly	B Horton



RAIL HERITAGE WA

Members Newsletter

December 2020



FOR YOUR CALENDAR

Saturday	12 December	Christmas social meeting 2pm – please bring a plate of finger food to share
Sunday	24 Jan 2021	South-West Rail and Heritage Centre Open Day
Saturday	13 February 2021	Entertainment meeting 2pm

FROM THE PRESIDENT (Brian Williams)

First and foremost, I wish to extend Christmas and New Year greetings to all members and volunteers and please celebrate the festivities as best you can within the Covid-19 virus restrictions. I hope to see you on the 12 December for our Christmas get-together.

These past few months have been an unprecedented time for all of us involved with the preservation of Rail Heritage in this state and to those who so ably performed the numerous tasks throughout the period I say a thank you to all of you. Let us sincerely hope that 2021 will be a much better year and we can continue in our efforts to improve the Museum site, exhibits and the continued upgrade of the Noel Zeplin Exhibition Building. After a partial viewing of the new WA Museum **Boola Bardip** I realise we have a long way to go to be as good as what has eventuated with this structure. It has given me ideas on how I would like to see the Rail Museum be developed.

As of the 31st January 2021 I will no longer be involved in the Duty Supervisor's Role on Sundays at the Museum, instead I will perform the role of Site Supervisor. As a result, I am requesting that the membership, not only those already involved, consider taking on the task of being a Duty Supervisor on at least once a month. Training in the use of the cash register will be provided and a buddy system implemented to work with you initially. If you feel capable of performing this task, please do not hesitate in contacting me at president@railheritagewa.org.au

CONTAINERS FOR CHANGE

Rail Heritage WA has registered for Containers for Change and you can assist our fundraising even if you are unable to come to the museum. At the museum please ensure any eligible containers are put in an appropriate bin or you can take your collection to the relevant refund point and ask them to put it to this ID number: **C10338481**.

MUSEUM

Exhibition Building – Access to the new Storage Shelves (Bruce Keay)

When the doors were built it was envisaged that they would only be opened infrequently. They should be kept locked at all times. The locking system is simple and of low cost but could be replaced in the future if the need changes.

The doors to the new shelving are secured by a pin inserted in the top of the doors. The pin is a captive pin, being secured with a piece of fishing line. To reach the pin you need to climb up to the level of the top of the doors at the midpoint of each door pair.

DO NOT use a single length ladder resting against the top of the door as you will either jam the securing pin or damage the top of the door.

DO use a step ladder and there are two suitable and safe ones. One in the archives area, and one in Zanthus. Both have suitable safety features and can be borrowed and returned.

(Ed) Note 1: a plan for the location of items in these fantastic new shelves will be available in January 2021 and no items can be placed into the shelving outside that plan.

(Ed) Note 2: Access is not permitted to the shelving units when the museum is open to the public.

Office refurbishment

Thanks to a donation of office cupboards by Aurizon we have been able to refurbish the office to create better and neater storage. The top section of shelving, which was not originally part of the revamp, was found to be coming away from the wall and so was also removed. The work of all involved is much appreciated.



A group of young people, organised by new member Trent Stanley, has started to undertake the cleaning of our display locomotives. There are seen here on 22 November after cleaning R 174.

These efforts are greatly appreciated and assist in the presentation of our collection to visitors.

Meanwhile a clear improvement to brake van ZF 441 on the front platform can be seen due to the efforts of James Waterhouse.

ARCHIVES (Graham Watson)

Requests this month

No.	Subject	Purpose
73	Q, QA, QM wagon drawings	Modelling
74	Mornington railway disaster Nov.1920 photos	ABC TV report
75	Locomotive brake blocks	Environmental assessment
78	W class drawings	Modelling

50 years ago



Steam locos stored at Collie on 22 December 1970 (P5211)

V 1217 on a goods train on 12 December 1970, going through Worsley.
(J Joyce, P17326)



S 545 'Dale' also on 12 December, takes on water at Hillman while being crossed by Pm 701.
(J Joyce, P17343)



S 545 'Dale' hauling the No.103 goods train over the bridge near Hillman, 12 December 1970.
(J Joyce, P18197)

In December 1970, X1029 'Muliarra' is seen at the WAGR workshops platform at Midland on what was called 'The Rattler'.
(D Beazley, T2033)



LOCOMOTIVE, PLANT AND EQUIPMENT (D Bennett)

A 10-ton BHB crane has been purchased from Aurizon and now delivered. This will enable some of the smaller lifting work, and the sorting of rail, to be undertaken without the need to hire outside cranes. With the new crane we will be able to relocate the BAS hopper, to sit between the KA locomotive and XA hopper.

The return to service of ST1 is progressing, cowcatchers finally installed, the sand pipes mounted (thanks Noah) and the reconnect is complete. The next tasks are to service the unit and fabricate a replacement hood.(If anyone has a spare hood from a Massey 165 tractor...)

WA RAIL 150 (P Rogers)

A program of events is being finalised for 2021. While the highlight of the celebrations will be on the weekend of 20 – 22 August, other activities are in the planning stages. These include:

- Monthly themed guided tour of museum (April to Nov)- vols reqd and theme ideas
- Displays for Minnivale, Wonnerup House / Boyanup, AMRA and RailFest
- Outside speakers for key general meetings
- Providing of talks to outside groups.

A logo will be released in January to begin the promotion.

FROM JEFF AUSTIN – LOCOMOTIVE HISTORY – A 15

For almost 40 years, an ex WAGR locomotive has been slowly restored to operating condition in Meredith, Victoria. This is the story of steam locomotive A 15.



A 15 with a six-wheel tender, and a con rod missing. (P03199)

The construction of the fourth section of the Eastern Railway from York to Beverley was awarded to contractor Edward Keane on 21 April 1885. As Keane and his workforce of navvies got stuck into clearing the route and building the railway, the government put together a list of rollingstock for operating the line. An order for four 'powerful' locomotives was sent to England on 17 July 1885 and contracts were given to Beyer Peacock & Co., Manchester and Dübs & Co, Glasgow for their construction. The Beyer Peacock engines were 2-6-0 tender locomotives, identical in design to the successful 'A' class already in service, while the Dübs engines were 4-6-0 tank engines of the existing 'B' class.

All four locomotives were completed and loaded onto the SS *Yeoman* for the long sea voyage to WA. They arrived at Fremantle on 11 April 1886 and were unloaded and transferred to the Fremantle Workshops. The four engines became 'B 13, B 14, A 15 and A 16'. Unlike the earlier 'A' class, the two new engines had 6-wheel tenders.

'A 15' (Beyer Peacock & Co., No.2711/1885) cost £2010 and entered service on 27 July 1886. The new railway to Beverley opened a week later and '15' spent the next few years on passenger and goods train working from Fremantle-Beverley. With the larger tender it had a longer range and lower operating costs, while the additional axle provided increased braking power on the steep grades of the Darling Range.

A 15 seen in an early photo before cab sides were replaced.
(P07602)



In August 1891, the Midland Railway Co. opened their railway from Walkaway-Mingenew. The increased traffic on the government railway required additional motive power, so A 15 was transported by ship to Geraldton. It joined "Kitson No.1" (later 'M 23') and a mixed group of contractor's engines in hauling trains to Walkaway and Northampton.

After the MRWA was completed throughout in November 1894, the government engines were transferred by rail. The other Kitson-built engine, M 24 returned to Geraldton during 1895 and A 15 was sent south to Fremantle Workshops for overhaul. At this time the MRWA charged the WAGR £30 for transferring a government engine over their rails, with an additional £3 charge for the pilot. The locomotives ran 'light engine' and if required to 'top up' with coal at Watheroo, another £5 was charged. These costs led to the WAGR overhauling many locomotives at Geraldton and once the WAGR line opened via Wongan Hills in March 1915 it was no longer an issue.

'A 15' was transferred from Midland Junction-Walkaway on 24 March 1896 and remained at Geraldton until the next overhaul about 1900, when it was sent to Midland Junction. The main line working had been replaced by shunting duties and this was to be its principal role in the years to come. From 1903-6 it worked at Bunbury, which was to be its long-term base for many years. Apart from the shunting work in the busy Bunbury yards and jetty, '15' would also haul mixed goods trains to Busselton. This was also a time when the polished brass and copper fittings were being painted black to reduce maintenance and the large brass cabside numerals, would be replaced by oval brass plates.

Below: A 15 at Boyanup station about 1905, with its original 6-wheel tender and Rotherham chimney (RHWA Collection)



'A 15' once again made the long trek to Geraldton over the MRWA in May 1906. This was the dying days for light axle engines in Geraldton, as the 35lb rails to Northampton were being replaced. '15' shared the depot with compatriots 'A 16 and A 21'. In 1911, '15' was sent south for overhaul and transfer to Wagin depot. This was the headquarters for the Great Southern district and provided shunting engines for Albany.

After a couple of years in Albany, '15' was sent to Bunbury (1914-16) and Northam (1916-1919). The First World War period was a very depressed time for the WAGR and many locomotives were stowed awaiting an upturn in traffic or repairs. 'A 15' was stowed at Midland Workshops from 1919-23 awaiting a new boiler. By this time it had travelled 533,250 miles.

In June 1923, '15' was returned to Bunbury depot. The light axle load 'A' class were useful on the jetty and shared the yard work with various 'G' class engines. Apart from the routine trips back to Midland Workshops for general overhaul, Bunbury was to be its home until 1953.

In the post-World War 2 period, many locomotives were in poor condition from years of deferred maintenance. An extensive programme of new boiler construction was undertaken, and this included 'A' class boilers. In August 1949, '15' was fitted with new boiler No.646, which had been completed at Midland Workshops in September 1948. This boiler would see out '15' to the end of its career and into the 21st century.



A 15 & A 31
at Bunbury in
May 1951

(J. Buckland,
RHWA
collection)

'15' returned to Albany in 1953 and resumed the shunting role in the yards and on the jetty. The passage of time was beginning to show however, with frame repairs at Bunbury in 1953 and the loco crews complaining that the old 'A' class were not up to the task. In 1955, 'A 15' almost had a starring role at Perth station with the newly arrived 'V 1209' for Royal Show week. However, being in Albany, it was decided not to bring it to Perth but instead 'A 11' was recovered from the 'graveyard' at Midland Workshops and spruced up for the event.

'A 15' was stowed at Midland Workshops on 5 September 1955 and inspected on 15 September. The list of required repairs was lengthy and instead it was written off on 3 October 1955.

In July 1956, 'A 15' was donated to the Bunbury Branch, WA Historical Society for display. It was cleaned up and painted before being transferred to Forrest Park Bunbury in August 1956. In 1964 it was moved to Withers Park, Bunbury, adjoining the Perth-Bunbury railway and later in the 1970s to the historical society property nearby.



A15 Bunbury 1975 :
A15 in the park at
Bunbury, with G 233 &
G 123 passing on a tour
train, November 1975.

(Jeff Austin)

After many years of outdoor
display and neglect the
locomotive was in poor physical
condition by the 1980s.

A 15 in green livery at Jaycee
Park, Bunbury.
(G Bown, T02771)



A 15 was sold to Hayden
Kinley in Geelong, Victoria
and departed Bunbury by
road on 19 May 1982.

Since then it has been painstakingly rebuilt over the years in a shed in Meredith, Victoria. It has been restored to its appearance following the general overhaul in May 1911, with 4-wheel tender. The locomotive is essentially completed, while the new tender is still to be finished. It was steamed several years ago but future operations are uncertain at this time.



A 15 at Meredith, Victoria in 2018
(Hayden Kinley)

Timberwork in the restored cab of A 15
at Meredith, Victoria (Hayden Kinley)



SOUTH-WEST RAIL AND HERITAGE CENTRE (P Rogers)

Thank you to all those volunteers who helped at the November Open Day on 22 November. To Alasdair and Anna as well as Jane and John who assisted on the Saturday with carriage cleaning and gardening, then come along again on the Sunday to assist with greeting people and assisting in the general running. Thanks also to Geoffrey and Rita for running a highly successful sales stall and highlighting Rail Heritage WA's work. Also, thanks to John and Lyn who drove down from Perth on the Sunday to assist in various ways on the day. Of course, the set- up and pack away would not have been possible without John, Braydon, Dominic and Noah who were joined by Ian and Mick later on Saturday.

A Boyanup Foundation meeting of representatives of the groups working together on site was held on the Sunday. This is a very positive group of people and it is a pleasure to work with them to see the South-West Rail and Heritage Centre progress. The Centre's hosted special visits over the last month from Jodie Hanns, who is Labor's candidate for the local seat, tipped to take over from Mick Murray. She spent several hours there, and we hope that she will assist us in our efforts to replace the condemned former Bunbury Goods Shed. Local MP Nola Marino also visited us on the Open Day.

A team from the WA Museum also visited to photograph items for inclusion in a 'tourism portal' media piece showing museums in the South-West and Great Southern.



The intrusion of possums into the roof of the cottage at Boyanup has been causing problems. On Saturday 5 December, after checking the possums were not inside, Alasdair Kenyon, with the help of his son-in-law John, sheeted over what is believed to be the possum entry point. Thank you both for your help – and fingers crossed they will no longer be able to access the cottage.

(possums in the outside toilet the night before)

NEWS FROM AROUND THE STATE (Simon Barber)

TWENTY YEARS OF PRIVATISATION

A significant anniversary will occur on 18 December 2020, as twenty years ago on this date at 1200am, Westrail was dissolved as a business, and its activities split into two separate entities. Privatisation of Government assets by State and Federal Governments started to take hold in the 1980s and gained momentum into the 1990s and beyond. Rail assets were not immune from this, the Federal Government leading the way with the sale of Australian National.

In the southern part of Western Australia, Westrail was a potential candidate for privatisation. The Richard Court led State Government decided to sell the freight side of the rail business, while retaining the passenger operations. A joint venture between Genesee & Wyoming, who already had a presence in Australia, and Wesfarmers was announced as the successful bidder. The other shortlisted bidders were Black Swan Rail Consortium (Railroad Development Corporation / Barclay Mowlem), Freight WA (Rail America) and Western Freight (GB Rail / Amec Engineering). At midnight on 18 December 2000, the Westrail freight business was taken over by the joint venture company Australian Railroad Group, which operated in WA as Australia Western Railroad. ARG also held the assets of the original G&W company Australia Southern Railroad. The rail network passed over to a subsidiary company, WestNet Rail, which was given a 49-year lease.

The passenger operations of Westrail (suburban and country train services and the road coach network) were rolled into a separate entity operated by the State Government, the Western Australian Government Railways Commission. In June 2003, the WAGR Commission became part of the Public Transport Authority.

ARG would change owners on 1 June 2006 when QR National took over the train operation arm of the company. WestNet Rail was excised from the rest of the business, and sold to Babcock & Brown, along with a consortium of minor shareholders. In December 2009, the company was renamed to Prime Infrastructure Group, though retaining the WestNet Rail name.

Brookfield Infrastructure Partners took over in December 2010, and Brookfield Rail became the new name of the below rail business. Brookfield Rail was then rebranded to Arc Infrastructure in July 2017, being a subsidiary of Brookfield Infrastructure. QR National retained the ARG name for a time, and then rebranded the operations to QR National to put them in line with the other facets of the business. In December 2012, the new trading name of Aurizon was adopted.

AURIZON

LZ3119 and 3120 were transferred from Avon Yard to Forrestfield by Q4006 on 25 November. The two units have been selected by Aurizon for reactivation at Forrestfield, and subsequent use in NSW operations, strongly suggested to be the haulage of ore from Cobar. A number of intermodal flat wagons were attached to the train movement for braking purposes. Other LZ class units in storage have also been assessed for future usage by Aurizon.



*Q4006 brings LZ3120 and 3119 through Millendon Junction as train 4112.
(Photo by Simon Barber).*

METRONET

Works have officially started on the Byford Rail Extension with preparatory works starting on the Thomas Road level crossing removal.

The new bridge over Thomas Road was separated from the main project works to boost jobs and the economy to assist COVID-19 recovery and is expected to be completed in late 2022. It is the first of several level crossings to be removed as part of the project.

Meanwhile, procurement for the rest of the Byford Rail Extension works is continuing, with the main contract expected to be awarded in 2021. During the procurement phase, the shortlisted proponents will progress design and costs for the project, which involves extending the Armadale Line around 8km, from the existing at-grade Armadale Station, to a new at-grade station in Byford, and address five level crossings along the alignment.

Shortlisted proponents will also be asked to provide additional priced options to potentially expand the project scope and address further crossings on either end of the project through elevated rail:

- In the Armadale City Centre, Armadale Road, Forrest Road, and Church Ave
- In the Byford Town Centre, South of Larsen Road to Abernethy Road

This may also include designing and costing elevated Armadale and Byford stations.

(Sourced from Metronet website <https://www.metronet.wa.gov.au/>)

CBH GROUP / WATCO

A total grain crop of around 14 million tonnes has now been predicted for Western Australia. This includes grain destined for outside the CBH network. With shipping out of Kwinana, Albany and Esperance operating at maximum capacity into December, and CBH breaking its daily receipt record during November, a large amount of grain has been running on the rail network.

Watco is currently scheduling two or three standard gauge and up to five narrow gauge trains daily into the Kwinana Grain Terminal. Albany has two sets working in the zone, while Geraldton at this stage has a single set allocated. Dry conditions during Spring impacted the quality and quantity of grain received in north-eastern and eastern parts of the Wheatbelt, though some areas such as Koorda and Wyalkatchem did fare much better than originally anticipated.

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
23 December	A de Smalen	G Bradley	C Perry	A de Smalen **
30 December	A de Smalen	S Rayner	C Perry	A de Smalen **
6 January	A de Smalen	G Bradley	C Perry	A de Smalen **
13 January	A de Smalen	S Rayner	C Perry	A de Smalen **
20 January	A de Smalen	G Bradley	C Perry	A de Smalen **
27 January	A de Smalen	S Rayner	C Perry	A de Smalen **
3 February	A de Smalen	G Bradley	C Perry	A de Smalen
10 February	A de Smalen	S Rayner	C Perry	A de Smalen
17 February	A de Smalen	G Bradley	C Perry	A de Smalen
24 February	A de Smalen	S Rayner	C Perry	A de Smalen
3 March	A de Smalen	G Bradley	C Perry	A de Smalen
10 March	A de Smalen	S Rayner	C Perry	A de Smalen

**** School Holidays – Museum opens 11.00am**

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
13 December	A de Smalen	B Horton	S Mackay	A de Smalen
20 December	B Williams	K Ayerst	P Rogers	B Williams
27 December	L McBeath	M Miles	G Higham	G Higham
3 January	K Friend	B Horton	C Forsey	B Horton
10 January	B Williams	B Keay	D Raine	B Williams
17 January	A de Smalen	Vol Reqd	B Williams	A de Smalen
24 January	B Williams	B Horton	S Mackay	B Williams
31 January	L McBeath	M Miles	G Higham	G Higham
7 February	K Freind	B Horton	G Watson/M Gillooly	B Horton
14 February	A de Smalen	Vol reqd	B Williams	A de Smalen
21 February	K Ayerst	B Keay	D Raine	K Ayerst
28 February	L McBeath	M Miles	G Higham	G Higham
7 March	A de Smalen	B Horton	S Mackay	A de Smalen

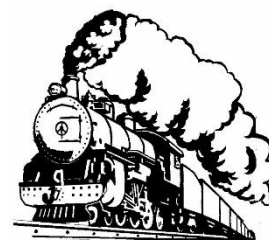




RAIL HERITAGE WA

Members Newsletter

January / February 2021



FOR YOUR CALENDAR

Sun 24 January South-West Rail and Heritage Centre Open Day
Thurs 11 February 9.30am First Museum Collection group morning
Sat 13 February Entertainment meeting 2pm *Reflections from Railway Museums*
Sun 28 February South-West Rail and Heritage Centre Open Day
Sat 13 March General meeting 2pm *Graham Watson – Rocky Bay*

FROM THE PRESIDENT (Brian Williams)

A Happy New year to all members and volunteers and I sincerely trust that this year of 2021 turns out much better than what 2020 was.

An informative and productive Strategic Planning Meeting was held by the Management Committee on Saturday 9th January. My thanks to all Committee members for their attendance and input and to Jeff Steedman for his efforts as facilitator and recorder.

Items discussed included membership and volunteering, the website and promotion and much more. We identified the need for an Events Coordinator to take on the role of planning and implementing functions at the Museum, i.e., Railfest, Birthday parties, Corporate events.

This year is the 150th Anniversary of Railways in Western Australia as we celebrate the opening of the Lockville – Yoganup Railway in 1871 and the first use of 'Ballaarat' steam locomotive in hauling logs in the South West of this State. Special activities will commence in April with the actual celebration occurring on the weekend of 20 – 22 August in Busselton, Wonnerup and Boyanup.

As usual I am seeking support from the membership in having sufficient people involved in the operation of the Museum on Sundays. Currently thirteen members are involved, and it would really be appreciated if additional members could volunteer in this important task. If you feel you cannot commit to 4 hours on a Sunday afternoon consider job sharing with a fellow member. All queries should be directed to president@railheritagewa.org.au or telephone the Museum on 9279 7189 and leave a message which I will follow up on.

WA RAIL 150 Activities (P Rogers)



These four logos have been designed for us free by Chris Walters – at no cost. They are available for any organisation to use this year for promotion. Please contact admin@railheritagewa.org.au if you wish to have hi-res versions sent to an organisation.

Guided Tours will be offered at the Railway Museum at 2pm on 3rd Sundays from April to November (except for October – due to proximity of RailFest)

18 April *'Made by WAGR in Midland'* by Philippa Rogers

16 May *'Researching your railway family'* Jeff Austin (presentation and not a tour with bookings required)

20 June *Diesel locos* Simon Barber

18 July *Food on Rail* by Brian Williams

15 August *Rail in suburbs / 140th of Fremantle to Guildford* by Geoffrey Higham

19 Sept General Museum Tour or WA Rail 150 - volunteers

21 Nov *'Signalling'* by Chris French and Justin Smith

August 20th – 22nd:

- Friday evening with City of Busselton
- Saturday afternoon – Wonnerup House
- Sunday at SWRHC Boyanup – celebrating railway history, display

A WA Rail 150 display will be held in various locations including AMRA.

2021 Meeting entertainment (updates in case of changes will be provided)

13 February Entertainment meeting *Reflections from Railway Museums in Europe and Australia - what can we do?* Philippa Rogers

13 March – General Meeting – Graham Watson *Rocky Bay / Don Finlayson collection*

10 April - Entertainment Meeting - speaker from Metronet

8 May – Entertainment Meeting - Allan Tilley

12 June ANNUAL GENERAL MEETING

10 July Entertainment meeting

(possible topic Royal Show working and the Claremont Cabin) Shane Burke

14 August - Entertainment Meeting *My railway experiences* by Wes Olsen

11 September - General Meeting *Turntables* by Jeff Austin

9 October – NO MEETING (RailFest weekend)

13 November – General meeting *'Future of Rail Transport'* Peter Newman

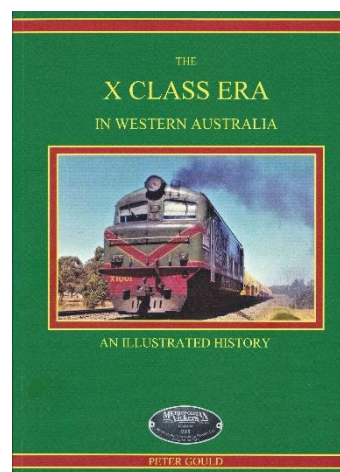
11 December – Christmas social meeting

SALES – ONLINE (Graeme Bradley)

Since the launch of Peter Gould's book "X Class ERA" sales have been highly successful. Although, after initial remarkably busy volume of sales, the rate of course has reduced. Sales in both our Bassendean shop and on-line sales have continued steadily.

Recently, thanks to long term contacts developed by Geoffrey, we had an order from a Sydney wholesaler for one full carton of these books (19 copies) this was the heaviest item that I have dispatched with Australia Post since being involved with on-line orders.

It would be advisable for anyone keen to get a copy of this book should do so before current stocks are depleted.



ARCHIVES (Graham Watson)

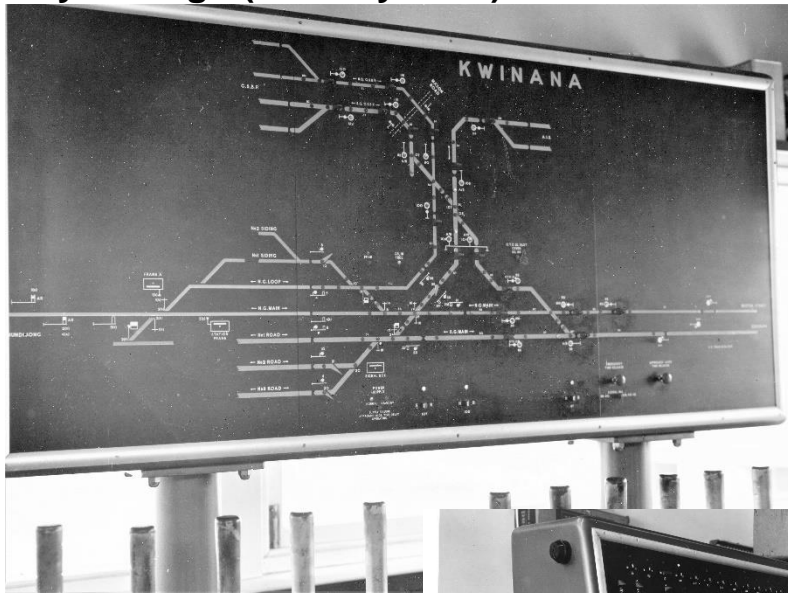
We are pleased to announce that another 186 images have been added to the online Photo Gallery. Their numbers are P20165 to P20200 and P21001 to P21150, giving a total of 25,630 files. The latest additions include interesting views of the Railway Museum exhibition building under construction, some more 1960s photos from the late member Malcolm Searle, and a range of WAGR 1970s photo from member Lindsay Watson.

Our thanks to Peter Hopper, Geoffrey Higham and Toad Montgomery for their efforts to make this happen.

Archives Requests for December 2020

	Subject	Purpose
76	W. Craw, WAGR employee record	Family history
77	Shark Lake siding	Local history
78	Guildford station photos	METRONET newsletter
79	Workshops RATTLER train	Environment assessment
80	W.J. Edgar, WAGR employee record	Family history
81	1921 Railage Sketch of WAGR system	Self
82	Mt Magnet station masters	Local history
83	E. Keppler, WAGR employee record	Family history
84	Helena Vale Racecourse branch	Local history
85	Banksiadale sawmill drawings	Railway modelling
86	WAGR drivers watches	Family history
87	Pemberton-Northcliffe railway	Local history
88	Private sidings 1919, 1929, 1945	Self

50 years ago (January 1971)



*Kwinana Signal box
(previously at Koojeda) signal
control panel*

*Signalling panel in station
master's office, Midland*



*Terminal building, East
Perth, temporary building
with signage
(Bob Taylor)*

*This building was later
reused at the Workshops
in Midland.*





*S 542
'Bakewell' at
Collie
(G Wilson)*



*S 546 'Egerton' at
Collie (G Wilson)*



*V and W class locomotive
stored at Collie (G Wilson)*

F 43 at
Claremont
Station, with
afternoon
"Rattler"
heading west
(D Beazley)



Trackwork and
searchlight signal at East
Guildford. View is from
the footbridge looking
east, new standard
gauge track on the right.

XA 1410
"TENMA"
with semi-
automatic
colour light
signals and
double track
cross over at
Woodbridge
South
looking
north.



MUSEUM COLLECTION GROUP (Philippa Rogers)

You may have noticed this noted in the calendar at the beginning of the newsletter but on **Thursday 11 February at 9.30am** we are having the first get-together of the Museum Collection Group. Our primary focus is on the small items ranging from keys to tucker boxes. There is a backlog of things to be done building on the registration work by the late Derek Wooldridge.

There are many different tasks to enable us to manage our collection appropriately. These range from cleaning, sorting, registering, researching history, photography and improving storage. You don't need to have a railway background or museum experience - any training will be provided on-the-job!

We do have a lot to do but it is the foundation for the future redevelopment of the Exhibition Building as well as our ability to determine and manage suitable loans to other museums. It is hoped to form a group of people with a Thursday Museum Collection workday (similar in approach to the Tuesday Archives days) and to enjoy undertaking this together.

Why not come along and find out more?

For more information, please contact Philippa at pmrogers@inet.net.au or 0417 961187 or I'll see you at the Museum. . If you are interested but can't make Thursdays, let's talk about it as there will be other opportunities too.

FROM JEFF AUSTIN – LOCOMOTIVE HISTORY

PMR 735, now at Alumina Junction near Pinjarra

Beginning with the Baldwin EC class in 1901, the 4-6-2 'Pacific'-type was a favourite of the WAGR. This is the history of the last - 'PMR 735'. It was built by the North British Locomotive Co, Queens Park Works, Glasgow, Scotland. (Makers No.26930/1949) and cost £28,037.

It arrived at Fremantle on the ship, 'CLAN MacTAVISH' on 27 June 1950. The locomotive was in a stripped-down condition and transported to Midland Workshops for assembly and trials. Due to faults in the boilers of all PM/PMR class locomotives at the time of manufacture, additional repairs were required, and this delayed their introduction to traffic. PMR 735 was painted in black livery and entered service on 31 August 1950. After a brief period of 'running in' and adjustments at metro area depots, '735' was transferred to Northam depot. At the time, this was one of the largest locomotive depots, with an allocation of 48 steam locomotives. '735' worked fast goods trains to Merredin and Kalgoorlie, as well as goods trains to Narrogin and Wyalkatchem, and passenger and fast goods to Mullewa and Geraldton. All minor servicing and repairs was undertaken at Northam or Merredin, while major repairs were carried out at East Perth and Midland Workshops.

During the six-month long Metal Trades strike in 1952, all 35 engines of the PM/PMR class were withdrawn from traffic for sand box modifications. They returned to service at the end of 1952. After 1953, all the PM/PMR engines were progressively repainted in the new standard livery of Larch Green and black.

'735' was at Northam for 10 years and some sightings are listed –

25 July 1951: train parted at Northern Gully (Geraldton-Mullewa section)

19 April 1953: derailed on points at Narrogin

23 July 1955: derailed at Merredin

30 May 1956: piston failure hauling No.19 Fast Goods at Northam

28 May 1957: hauled No.100 Gds, Yellowdine-Merredin

16 December 1959: hauled No.60 Gds, Wyalkatchem-Northam

After a general overhaul in April 1960, it was transferred to East Perth depot. This was the largest locomotive depot on the WAGR with an allocation in 1960 of about 72 steam locomotives.



PMR 735 shunting at Maylands in August 1966 (P. Hopper)

'735' worked fast goods trains in the metro area, plus to Northam, York and Bunbury.

During the 8 years at East Perth, some sightings are listed –

17 November 1960: hauled No.56 Fast Gds, Bunbury-Perth (648 tons)

16 March 1961: banked No.838 Fast Gds (with U 655), Midland Junction-Perth

26 September 1963: hauled No.300 Pass ("Rattler"), Midland-Perth

20 June 1968: hauled No.42 Gds, Brunswick Junction-East Perth



PMR 735 and PMR 730 hauling a goods train near Roelands, 3 June 1967 (P. Hopper)

Following the closure of East Perth depot in October 1968, '735' was transferred back to Northam depot. Steam working was almost finished at this depot and only 7 locomotives remained, working to Merredin and Wyalkatchem.

19 October 1968: hauled No.104 Gds, Merredin-Northam

This depot closed to steam in July 1969 and '735' was transferred to Narrogin depot. This was still a busy steam depot with 31 locomotives. '735' worked fast goods trains to Merredin via Corrigin, to York and to Albany, with terms as the depot shunter at Albany.

25 August-8 October 1969: shunting at Albany

31 January-24 February 1970: shunting at Albany

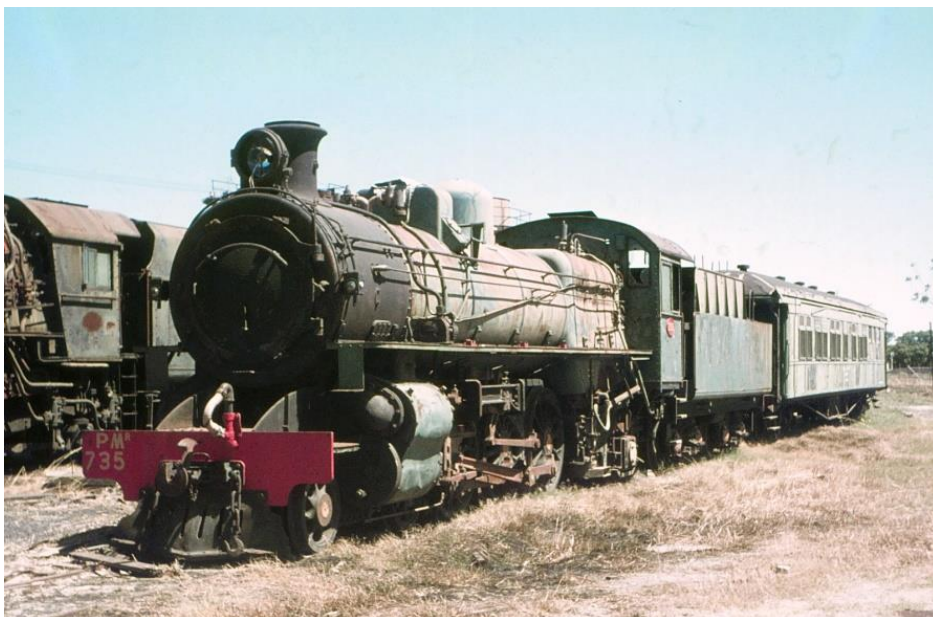


PMR 735 hauling a goods train on the South West main, 19 August 1967 (P. Hopper)

The main GSR main line was dieselized on 1 June 1970 and '735' was sent to Bunbury depot for 'D' inspection repairs. Following the completion of these repairs on 17 June 1970 it was returned to Narrogin and likely not used again. It was permanently stowed on 30 June 1970 and after a period of storage at Narrogin was hauled to Midland Workshops. Final mileage records have not survived but it would have been about 450,000 miles. It was written off on 14 August 1972 and stowed to await scrapping.

During the routine overhauls at Midland Workshops, boilers, parts and tenders were interchanged with other PM/PMR engines. The current boiler, No.802 was fitted at the last general overhaul in March 1968 and was originally delivered in 1950 with 'PM 702', while the tender is from 'PMR 725'.

In 1973, TVW Channel 7 made enquiries to WAGR for the purchase of a steam locomotive for display in their grounds at Tuart Hill. An offer of \$2200 for PMR 735 was accepted and the locomotive was transported to Tuart Hill in February 1974. After some years on display, Channel 7 decided to dispose of their heritage transport items and donated '735' to Whiteman Park in August 1987. It was displayed at Whiteman Village station for a time until sold to Ian Willis in 1993, when it was transported to his workshop in Riversdale Road, Burswood. From there it was transported to Alumina Junction, near Pinjarra in November 2013. In early 2020 the locomotive was attacked by metal thieves and parts of the motion were cut away with angle grinders. It is now in such a poor state that the future is uncertain.



*PMR 735 stowed
at Midland
Workshops with
VW 5082 ex AQC
338.*

*2 December
1973 (J. Austin)*

*PMR 735 displayed at
Channel 7 in Tuart
Hill, 15 November
1975.
(J. Austin)*



*PMR 735 in current
stripped condition at
Alumina Junction, 20
December 2020*

(J. Austin)

Restoration and Maintenance (Ian Studham)

A slow-down of activity is usual over the Christmas/New Year period and the very hot weather that we encountered in December certainly contributed, but some things have been kept ticking over during the festive season.

The Midweek guys finished for Christmas in mid-December and will be back at it by mid-January, but they have made great progress with MRWA sleeping car JV 33, with new tongue and groove outside panelling almost complete on one side of the vehicle.

Steam loco G 233, "Leschenault Lady", passed its boiler hydrostatic test in early December and this then leads into full re-assembly of the loco. Many of the smaller parts have migrated north so the guys can attend to them without having to drive to Boyanup and all sorts of fittings are being given a great deal of attention.



Here the crown mounting has just received a good pressure washing after going for a swim for a couple of weeks in a tub of caustic soda.

The gauge glass assemblies were all cleaned up keeping company with the whistle and marker lights.





Finally here is the collection of fittings awaiting further attention. It takes many little bits to make up a whole locomotive.

A Bassendean resident has kindly donated a **Robland K260 woodworking machine** to the Museum. It can saw, plane, thickness and prepare mortise and tenons so will be handy to make replacement window frames and similar specific wood shapes. We have the machine manual but want to prepare an operating manual, particularly for safety, for those who may use the machine. Are there any former carpenters/cabinet makers/ joiners who could help us write the operating manual? Please contact me on secretary@railheritagewa.org.au

Dom has found some time to get back on to prepping the water column for re-assembly – then the job of putting it back up begins – we'll wait for cooler weather before attempting that! Seen here is the main vertical mast being cleaned down and given a protective coat of metal oxide paint before receiving a more appropriate colour.



And introducing our newest bit of kit – this 10 tonne mobile crane was made available at a very reasonable price by Aurizon Forrestfield and it's already earning its keep at Bassendean. It will pay for itself fairly quickly on the money saved booking cranes from external hirers for various jobs. We even have people with necessary qualifications to use it!



The crane was used to pluck out a couple of light car bogies which had been stored between two trees along our boundary – the trees are full of white ants and we need to have them taken down before they come down of their own volition and land on rollingstock or the shed or someone. The bogies are seen placed on track for now, and we do have some plans for them in the fullness of time.

What – no sprags you say?? Don't panic – these were donated by Goninans many years ago who had used them under an old coach frame as a float to send things into their sandblasting booth. Hence, they don't have an ounce of paint on them, and the axleboxes are full of sandblast grit instead of oil – all bearings are seized so they aren't rolling anywhere! We will be lifting the frames off the axles in due course and giving everything some detailed attention. They are plain (white-metal) bearings so after a good clean-up the journals and bearings, while never being up to mainline standard, should be fine and fit-for-purpose for a museum exhibit moving around occasionally at slow speed.



Upon request we lifted the housing for the old Perth Railway Station clock off from up on a container and brought it back down into the land of the living so it could be closely investigated. Bruce Keay is chatting to an acquaintance who may be able to assist it breathing new life into this old timepiece.

To start with we have lubricated the surviving mechanism to see if things will loosen up. We have the 3 faces for the clock in storage and may well have the hands somewhere.



James has been continuing the sand, undercoat and repaint of the ZF van on the top platform. A first coat of red topcoat has been applied to some sections and the van is starting to look much better.

Unfortunately now his work has returned to FIFO and this will affect the regularity of progress.

John Hunnisett has made a start on an internal clean of AM 313, the narrow-gauge Commissioners Car. This car has been securely locked and off access for many years awaiting a re-roof and some other work, and during this time dust and grit has continually found its way in through the roof vents and wherever else there is a slight airgap. John made a start cleaning the end saloon and the difference is remarkable. 313 is a beautiful car inside with a wealth of history and we hope to be able to present it for occasional public openings in coming years.

Down at Boyanup we bade farewell to John Budd, who has decided that upon reaching 80 years of age it was time to put away his tools and slow down a bit. John has spent the better part of the last decade slowly and methodically putting country dogbox passenger car ACM 391 back together. When Rail Heritage WA took over Boyanup and the upkeep of the “Vintage Train” stock we found 391 in a sad and sorry state – the victim of a stalled restoration whereby the interior of the car had been completely pulled to bits and the various fittings strewn all around the shed without being marked or kept together. As anybody who has worked on vintage rollingstock can attest, many fittings will only go back properly into their original location for reasons such as the screw holes often having slightly different patterns or the actual assemblies being slightly different in dimension.

John set about the task of working through each compartment, identifying the relevant fixtures and restoring and installing them. The result is the beautifully presented carriage that we have today which is on public display in the roundhouse.

If John hadn’t come along and offered his assistance it’s a fair bet that ACM 391 would still be in a million pieces, and Rail Heritage offers our sincere thanks to John for his wonderful work over the years and wish him all the best moving forward.

John is pictured on the right, standing in front of ACM 391 with Gary Moore who has done much of the painting on the car.



Meanwhile in Collie:

Restoration of the CXB relocated from Boyanup last year is well underway. Seen from this angle the roof is a good indication of why we asked Collie to undertake this work. It will be returned to Boyanup when complete. (Noah Greenfield)

NEWS FROM AROUND THE STATE (Simon Barber)

AURIZON

MOUNT GIBSON IRON

Mount Gibson dispatched its final iron ore train from Extension Hill siding near Perenjori on 28 December 2020. The train ran to Narngulu as 2723, unloading at the Port of Geraldton on the following day. Mount Gibson will move its mining operations to the Shine deposit during 2021. Shine is 85km north-east of the Extension Hill mine. At this stage, the company has not made a public announcement about how the ore from the new mine will be transported to Geraldton. Initial reporting to the Australian Stock Exchange indicated that a road transport option from the mine to the port had been costed into the financial statements, but subsequently, rail options have also been examined.

COCKBURN CEMENT

There are strong indications that the haulage of coal from the Ewington mine near Collie to the Cockburn Cement plant at Spearwood has ceased. The final movements occurred during November 2020. The coal fleet of former Queensland Railways VAOG type wagons has been stored at Collie. Without resumption, this will leave the movement of coal from the Collie mines to Worsley Alumina at Hamilton as the final Aurizon coal contract in WA. It also will leave the short section of track between Worsley West and Worsley East as having no regular scheduled movements.

CBH GROUP

The 2020 – 21 harvest has now seen deliveries to CBH top the 15 million tonne mark. This exceeded the estimate made during the lead up period to the harvest. CBH has been busy on the rail front, with its partner Watco coordinating the following set allocations during January.

- Four narrow gauge sets and two standard gauge sets servicing the Kwinana zone.
- Two sets servicing the Geraldton zone.
- Two sets servicing the Albany zone.



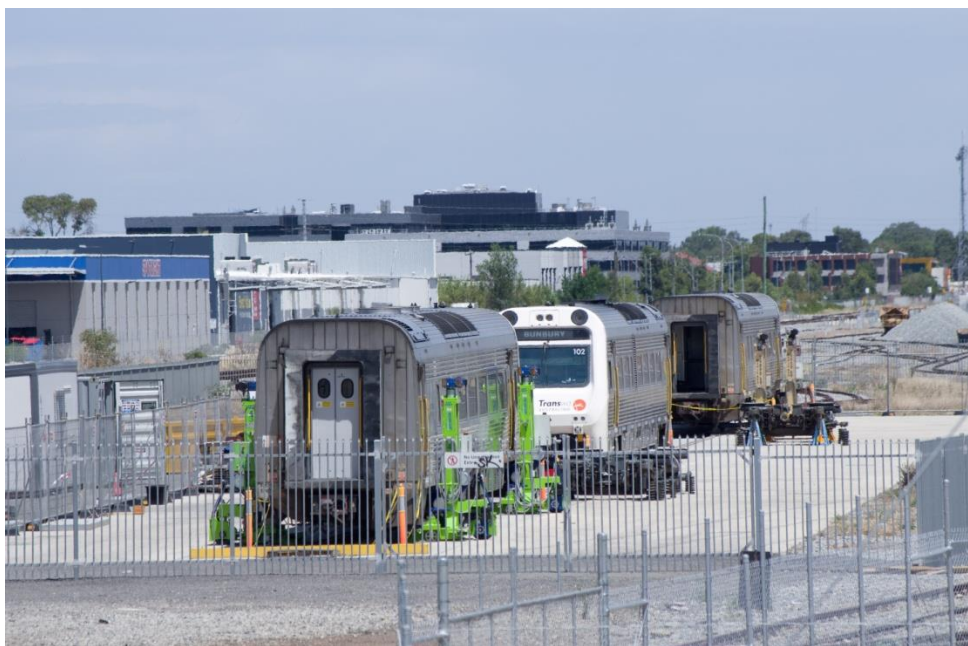
ACN4150 brings an alumina working west of Beela on 4 January 2021. (Noah Greenfield)

At this stage, only the CBH narrow- and standard-gauge locos have been used on grain train workings, with the three DBZ units yet to see any action during the current harvest.

Aurizon has been contracted to operate a grain set in the Geraldton zone starting in February. This will run in tandem with one of CBH's sets. Two P class locos and a fleet of XT wagons will be used. Aurizon crews have been undertaking familiarisation runs between Narngulu and Marchagee during January.

TRANSWA

The Australind railcars have been out of service because of the need to install new axle box covers. The three ADP driving cars have been relocated to the PTA open air servicing compound at Bellevue for the work. Transwa road coaches have been providing the replacement services, although private buses have also been noted occasionally. The rail service is not expected to resume until the end of January at the earliest.



(Photo – Simon Barber)

TRANSPERTH / METRONET

Lakelands Station

The preferred proponent to construct Lakelands Station, between Warnbro and Mandurah, has been revealed, with construction on schedule to start in 2021.

ADCO Constructions will design and construct the station, including an entry building with a pedestrian overpass connecting the train platforms, bus interchange, 400-bay car park and associated infrastructure.

The contract will be awarded in early 2021 with construction supporting more than 200 jobs. Lakelands Station is expected to be operational in 2023.

Service Disruptions

Two of the suburban lines will have interrupted services during the first part of 2021 due to scheduled work.

The Armadale line will have several evening services cancelled with work on the Denny Avenue Level Crossing Removal project. This will prepare the crossing for an 11-day total closure later in 2021.

Station work at Claremont between February and April will cause a disruption to services on the Fremantle line. Claremont station will not be available for rail traffic during this period, although bus routes to the station will still be able to operate. Train frequency between Showgrounds and Fremantle on weekdays will be reduced to 30-minute headway. There will also be some total weekend shutdowns. The work is to facilitate construction of a siding at Claremont for the turning back of trains running from the Forrestfield – Airport Railway.

(Some items referenced from PTA home page)

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
20 January	A de Smalen	G Bradley	C Perry	A de Smalen **
27 January	A de Smalen	S Rayner	C Perry	A de Smalen **
3 February	A de Smalen	G Bradley	C Perry	A de Smalen
10 February	A de Smalen	S Rayner	C Perry	A de Smalen
17 February	A de Smalen	G Bradley	C Perry	A de Smalen
24 February	A de Smalen	S Rayner	C Perry	A de Smalen
3 March	A de Smalen	G Bradley	C Perry	A de Smalen
10 March	A de Smalen	S Rayner	C Perry	A de Smalen
17 March	A de Smalen	G Bradley	C Perry	A de Smalen
24 March	A de Smalen	S Rayner	C Perry	A de Smalen
31 March	A de Smalen	G Bradley	C Perry	A de Smalen

**** School Holidays – Museum opens 11.00am**

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
24 January	B Williams	B Horton	C Forsey	B Williams
31 January	L McBeath	M Miles	G Higham	G Higham
7 February	K Freind	B Horton	G Watson/M Gillooly	B Horton
14 February	A de Smalen	G Higham	B Williams	A de Smalen
21 February	K Ayerst	B Keay	D Raine	K Ayerst
28 February	L McBeath	M Miles	G Higham	G Higham
7 March	K Freind	B Horton	G Watson/M Gillooly	B Horton
14 March	A de Smalen	B Horton	B Williams	A de Smalen
21 March	K Ayerst	B Keay	D Raine	K Ayerst
28 March	L McBeath	M Miles	G Higham	G Higham

CONTAINERS FOR CHANGE

Rail Heritage WA has registered for Containers for Change and you can assist our fundraising even if you are unable to come to the museum - just take your collection to the relevant refund point and ask them to put it to this ID number: **C10338481**. Thanks to those who have – every bit helps.

At the museum, please ensure any eligible containers are put in an appropriate bin. There is one in the entry building but bulk lots should be taken to drums by the mess car at the back of the site. Thank you.



RAIL HERITAGE WA

Members Newsletter

March 2021



FOR YOUR CALENDAR

Thurs	4 & 25 March	Museum collection mornings 9.30am, Exhibition Building
Sat	13 March	General meeting 2pm <i>Graham Watson – Rocky Bay</i>
Sat	20 March	Museum collection working bee 1.30pm, Exhibition Building
Sun	28 March	South-West Rail and Heritage Centre Open Day
Sat	10 April	Entertainment meeting 2pm – Metronet speaker

FROM THE PRESIDENT (Brian Williams)

Another month in this New Year has passed by and we are still continuing with the COVID-19 effect on normality. The hot weather we have been experiencing of late has put a damper on some of the more arduous tasks around the Museum although it is gratifying to have the two Tuart trees out back removed by contractors due to white ant infestation. Apparently, the infestation reached the halfway height point on the trees and this played havoc on the chain saw blades with the amount of sand encountered.

Work has commenced on the Society's Museum collection items that were stored along the west wall of the Noel Zeplin Exhibition Building. My thanks to Philippa Rogers for instigating this portion of the Museum work. Indeed, thanks also to Bruce and Jane Keay for their contribution and to Graeme Bradley and Laurie Whittington for their painting expertise on the doors of the new storage cupboards.

One thing I wish to emphasise is that the Exhibition Building is not a store area for used and unwanted items, eg soft drink cans and lids from paint tins. It is amazing the quantity of artifacts that have been gathered over 40+ years of the Society. If you are able to assist with the sorting of this portion of the Society's artifacts/memorabilia, please contact either Philippa Rogers (0417 961187) or myself (president@railheritagewa.org.au).

Could you please consider involving yourself in the operation of the Entrance Building and Museum grounds on Sundays and Wednesdays? As I have previously stated the more members that can assist in this area the fewer sessions on duty people will need to do. Once again contact me at president@railheritagewa.org.au.

At the last Management Committee meeting discussion included, amongst other items, the membership of the Society. If current members introduce a new member to the Society, then the current member will receive a discount of \$10 on their membership fee. If the new person has appropriate skills to assist the Society then that would be even better!

MUSEUM

It is 10 years since we increased the cost of entry to the museum (yes, really!). So an increase is definitely due and from 1 April 2021, there will be a one dollar increase for adults, concessions and children and the family entry will increase by \$3 to \$25.

However, there will be a reduction in the annual family platform pass to \$50.

MEMBERSHIP

Welcome to William Perry and Justin Smith who have recently joined us.

Most categories of membership fees will stay the same for the coming year. The only change will be an adjustment to the family memberships which will be an increase of \$5.

Also as Brian has noted there will be a \$10 discount for any member who introduces a new member.

FUNDING ANNOUNCEMENTS

As part of the pre-election campaign, Dave Kelly, Member for Bassendean has promised Rail Heritage WA \$10,000 towards more security fencing if Labor is re-elected. This will enable us to complete the improved fencing around the Water Crop area at the rear and commence security fencing along Railway Parade.

Meanwhile after a visit to the South West Rail and Heritage Centre, Jodie Hanns, WA Labour candidate for Collie-Preston, has promised \$20,000 for engineering and other works toward sLeschenault Lady's overhaul.

WA RAIL 150 Activities (P Rogers)



The Busselton Naturalists Walking group are walking only the old railway line to Wonnerup House on Saturday 21 August. They are planning to arrive at the property in time for lunch before our 2pm ceremony. People will leave their cars at Wonnerup and then the bus will take them to the departure point for the walk. Anyone interested is invited join them and to book for the walk contact Bernie Masters by email berniemasters@iinet.net.au or phone 0408 944 242. The bus they are hiring will be a 57-seat school bus so there is plenty of room. City of Busselton will provide lunch.

The Bus Preservation Society have asked if we would be interested in having a former Westrail road Coach take people to Busselton / Boyanup for the weekend of 21 and 22 August. At this stage we are trying to ascertain if people would be interested in travelling

there in this manner. Please could you indicate your interest (without commitment) to admin@railheritagewa.org.au or contact Philippa on 0417 961187, so we can follow up with the Bus Preservation Society accordingly.

Museum Guided Tours coming up

18 April *'Made by WAGR in Midland'* by Philippa Rogers

16 May *'Researching your railway family'* Jeff Austin (presentation and not a tour with bookings required) For external bookings please use: <https://www.trybooking.com/BOAUC> . For members, email admin@railheritagewa.org.au or phone Philippa on 0417 961187. Numbers are limited. This event is also part of the Australian Heritage Festival.

MUSEUM COLLECTION GROUP (Philippa Rogers)

We have had our first Museum Collection mornings and can see significant progress is cleaning and sorting the items that have been stored on the west side of the Exhibition Building. The storage and care of the uniform collection is improving in leaps and bounds, mainly thanks to Jane Keay's work.

There are two Thursdays planned in March but there is also a Saturday as several people have indicated their interest and are only available on Saturdays.

Mark the date - Saturday 20 March!

For more information, please contact Philippa at pmrogers@iinet.net.au or 0417 961187 or I'll see you at the Museum.

Right: This week's mystery object ... ideas?



FROM JEFF AUSTIN – LOCOMOTIVE HISTORY of DD 592

During the Second World War the WAGR produced designs for new suburban tank locomotives based on the earlier North British-built D class. These new engines were of an improved version and were designed under the supervision of the Chief Mechanical Engineer, Mr. F. Mills at the WAGR Midland Workshops.

The first eight of these 4-6-4T "Baltic" tanks were constructed using the components from E and Es class tender locomotives which had reached the end of their useful lives and were classified the DM class and numbered 581-588. At the same time, a similar design had been prepared for an entirely new class with modified valve gear and piston valves. These new engines were classified the DD class and ten were built at Midland Workshops during 1946 and numbered 591-600.

DD 592 was built at Midland Workshops and entered service on 17 May 1946. It cost £9860. The new tank engines were intended for suburban passenger traffic but as a result of the severe motive power shortages immediately after the war, they also worked on both goods

and country passenger services. The DD class were regularly used during this time to haul goods trains from Perth-Brunswick Junction and goods and passenger trains from Perth-Northam. One of the most unusual excursions for '592' to the country happened in 1948.

On the evening of 26 July 1948, '592' was rostered to bank No.87 Pass from Midland Junction-Chidlow. The train engine was an ailing 'P' class, and after consulting with the crews at Chidlow, it was agreed by 'Train Control' to retain '592' to assist the 'P' class through to Northam. On arrival at Northam the 'P' class was declared a total failure. With no other relief power available, '592' was taken to Loco and topped up with coal to continue hauling the train through to Merredin. This was accomplished, though probably somewhat later than normal schedule! The following day, '592' had to be worked back to Midland Junction. This was achieved by hauling No.54 Pass, Merredin-Northam via Wyalkatchem. This was an unusual route for a DD class but not for suburban tank engines. During 1935-45, three DS class were based at Northam and regularly worked this line.



DD 592 hauls a suburban passenger train at Goodwood, 1967 (Peter Hopper, P11759)

After the arrival of new locomotives from England in 1950 the DD and DM classes reverted to the suburban passenger and goods role for which they were designed. Both classes worked from the locomotive depots at East Perth, Midland Junction and Fremantle. Those based at Midland Junction depot however continued to be called upon to bank goods and passenger trains to Chidlow's right up until the closure of the Eastern line in 1966. Fremantle depot closed in March 1963 and Midland Junction in January 1965. From then on, both classes were based at East Perth depot until it too closed in July 1970. In anticipation of this closure, a new steam depot was completed at Midland in September 1968 and all steam working in the Perth area was worked from this depot.

The introduction of diesel railcars on the suburban system from 1954 enabled many of the older steam classes to be withdrawn but the DD and DM classes continued until replaced by the new ADK class diesel railcars in 1968. They were then relegated to suburban goods and shunting work.

'592' was the last of the DD class to receive a general overhaul at Midland Workshops, being ex works on 1 September 1967. With reduced work in the metro area but with a long boiler life, it was decided to transfer '592' to Bunbury.



DD 592 at Bunbury roundhouse, 1969 (Don Finlayson, P20102)

On 18 March 1968 it was towed dead, on No.35 Goods from East Perth to Bunbury and so began a new chapter in its career. Over the following 2 years it worked mostly shunts to Picton Junction and around Bunbury yards.

DD 592 shunting at Picton Junction, 15 March 1969 (John Joyce, P17292)



'592' was returned to the new Midland depot on 9 February 1970. This depot was now home to only 10 tank engines (4xDD, 6xDM). For '592' it was the usual shunt and local goods workings, but also some ARHS tour train working, which included –

- 14 February 1970 – ARHS 'Twilighter' tour, Perth-Serpentine
- 21 June 1970 – ARHS tour, with DM 587, Perth-Coolup
- 31 August 1970 – ARHS NSW Div, RESO train, Perth-Midland
- 13 February 1971 - ARHS 'Twilighter' tour, Perth-Mundijong
- 14 March 1971 - ARHS 'Early Riser' tour, Perth-Midland-Armadale & Subiaco

Midland depot closed on 31 May 1971 and the last three tank locomotives - DM 587, DD 592 and DD 597 were withdrawn that day. '592' was stowed at Midland Workshops and retained for hired special trains. It was towed by X 1010 to the Rail Transport Museum, Bassendean on 1 July 1972 and written off on 14 August 1972.



DD 592 and 3801 running parallel at Spearwood, 30 August 1970 (John Joyce, P18611)

In 1973 the ARHS purchased DD 596 with a view to restoring it to operating condition. This did not proceed at the time but in 1983 Westrail offered to restore the locomotive for the 1988 Australian Bi-Centenary celebrations. DD 596 was taken to Forrestfield for inspection but eventually DD 592 was chosen as the better of the two locomotives. DD 596 was later rebuilt and sent to the Gosnells Railway Markets in July 1990.

DD 592 hauling an ARHS tour train at City, 1985 (Brian Henderson, P12843)



DD 592 was restored to working at Midland Workshops during 1984-5 and ran a steam trail from Midland-Perth-Armadale on 4 July 1985. It was issued from the workshops on 18 July and ran its first 'City Circle' tour train on 20 July. Over the following 10 years it ran tours, including:

- 3 August 1985 : hauled 'City Circles' tour, City-Canning Vale-Fremantle
- 3 August 1986 : hauled ARHS tour train, City-Mundijong
- 23 August 1986 : hauled Bunning Bros. centenary train, City-Yarloop
- 1 November 1986 : hauled ARHS & HVTR tour train (with W 920), City-Northam

17 April 1988 : hauled 'Steamfest' special (with W 903), Armadale-Yarloop
 4 October 1988 : hauled 20th anniversary suburban train, Perth-Armadale
 9 October 1988 : ARHS tour train (with XA 1405), Perth-Gingin
 15 October 1988 : hauled ARHS tour train, City-Harvey
 20 August 1989 : hauled ARHS tour train (with XA 1405), Perth-Bolgart
 29 August 1992 : hauled ARHS tour train (with XA 1405), Perth-York
 18 September 1994 : hauled ARHS tour train, Perth-Mundijong
 20 July 1995 : hauled 'City Circles' tour, City-Canning Vale-Fremantle
 4 August 1995 : hauled ARHS dinner train, Perth-Mooliabeenie (Last train)



*DD 592 & XA
 1405 haul ARHS
 tour train to York,
 29 August
 1992 (Len
 Purcell, P04216)*

'592' was then stowed at Forrestfield; requiring a '10 Year' inspection and heavy boiler repairs. In April 1999 Westrail advised that it had to be removed to allow for track rationalization in the marshalling yard. Inspection of '592' revealed it had run two driving wheel 'hot boxes' on the final tour to Mooliabeenie, resulting in damage to the bearing surfaces. Temporary repairs were done to the damaged boxes and '592' was towed to the Bassendean museum on 2 May 1999.

*DD 592 at the
 Railway
 Museum,
 Bassendean,
 1974 (J. Parker,
 P09240)*



DD 592 Today

During its working career, '592' was returned to Midland Workshops for general overhauls in 1952, 1956, 1959, 1963 and 1967. At the last overhaul in 1967 it was fitted with boiler No.578. This boiler was the last of ten new DS boilers authorized in 1946 and constructed at Midland Workshops over the following 4 years. Boiler No.578 was completed early in 1950 and first fitted to DS 374, ex shops 24 March 1950.

The side tanks on '592' are all-welded and were built at Wembley TAFE in 1984 as part of the proposed rebuild of DD 596. When '592' was selected as the operating engine, these tanks were instead fitted to '592'. The driving wheels don't have the typical Y-form spokes of a DD class, but are from a DM class and presumably were originally from an ES class.

ARCHIVES (Graham Watson)

Requests this month:

No.	Subject	Purpose
1	Marmion Street tram photos	Self
2	ADK & ADL railcars	Self
3	Bunbury-Bridgetown railway photo's	Local history
4	ASG locomotive photo's	Self
5	Sydney-Perth travel, 1895-1926	Family history
6	Std gauge tank wagons	Magazine article
7	Brookton ticket machine, XNG 11	Local history
8	SWR, Carlisle-Beckenham history	Local history
9	QA/QM wagon bogies	Modeller
10	F.E. Wright, WAGR employee records	Family history
11	A. Walpole, WAGR employee records	Family history
12	Port Hedland-Marble Bar railway photos	Documentary
13	V 1222 derailed at Brunswick Junction 1958	Self
14	L.R. Machin, WAGR employee records	Family history
15	A.A. McLachlan, WAGR employee records	Family history
16	WAGR swan crest	Self
17	WA Railway Institute photos	Family history
18	Narrogin-Wickepin railway contractor photo	Family history
19	A. Livingstone, WAGR fireman at Sandstone	Family history
20	Railway Institute Magazines in the Archives	Research

PMR 706 – Memories by Max Francis

HOTHAM VALLEY TOURIST RAILWAY HIRED SPECIAL PASSENGER TRAIN MIDLAND TO WEST MERREDIN SATURDAY JUNE 4, WEST MERREDIN TO NARROGIN SUNDAY JUNE 5, NARROGIN TO MIDLAND MONDAY JUNE 6 1994.

The following arrangements are to apply:

SATURDAY JUNE 4 1994

Acme 9022 (PM 706 and JDA 288) Pinjarra dep 0610 Keysbrook dep 0635 Mundijong dep 0655 Armadale dep 0710 Forrestfield arr 0735 dep 0745 Bellevue arr 0800 dep 0805 Midland arr 0810 (attach to consist).

Alto 9001 (C 1703 and consist) Forrestfield dep 0720 Bellevue arr 0740 Midland arr 0750 (detach C1703).

Acme 9002 (C 1703) Midland dep 0830 Forrestfield arr 0850.

Alto 9003 (PM 706 and consist) Midland dep 0900 Avon Yard arr 1100 (c/o crew) dep 1120 Goomalling arr 1220 dep 1230 Dowerin arr 1300 (service loco and crib) dep 1400 Amery arr 1420 dep 1430 Wyalkatchem arr 1510 (c/o crew) dep 1520 Trayning arr 1650 (crib) dep 1710 Nungarin dep 1820 West Merredin arr 1835 (stable). 1245
1605

RSC026M				ROLLING STOCK CONTROL SYSTEM				RAAVNDAO		04-06-
TRAIN 9003 CONSIST				DEPARTURE DATE: 040694				GROSS TONNES: 258		
TIME: 09.46 DATE: 040694				LENGTH: UNITS: (21)				METRES: (149.8)		SEQ
LOCOMOTIVE NOS: PM 00706								DEP: 9.00 ARR:		
D	SEQ	VEHICLE	TOTAL	CON-	CONSIGNEE	BLK	BFS	STATION	CARD	
G	NO	CLASS	NUMBER	CK	MASS	TENTS		NO FROM TO	DATE	
	1	PM	706		85.0	LOCP	LOCOMOTIVE	MID WEM	0406	
WATER →	2	JDA	288	K	33.9	DOTH	H.V.T.R.	PEM WEM	0406	
TANKER	3	AHE	308	K	37.0		H.V.T.R.	FOR MID	0406	
	4	AHF	311	E	38.8		H.V.T.R.	FOR MID	0406	
	5	AHB	305	U	38.8		H.V.T.R.	FOR MID	0406	
	6	AHA	301	E	38.8		H.V.T.R.	FOR MID	0406	
	7	AV	426	F	30.7		H.V.T.R.	FOR MID	0406	
	8	ZJ	367	R	22.4		H.V.T.R.	FOR MID	0406	
	9	RCWA	24086	T	18.5	COAL	H.V.T.R.	FOR MID	0306	

On reading the article by Jeff Austin on Pmr 735 in the January / February Members Newsletter, my memory was stirred and I recalled when, as a steam qualified driver based in Avon Yard – Northam, I drove Pm 706, another member of the Pm class, from Avon Yard to the Wheatbelt town of Wyalkatchem on Saturday 4th June 1994.

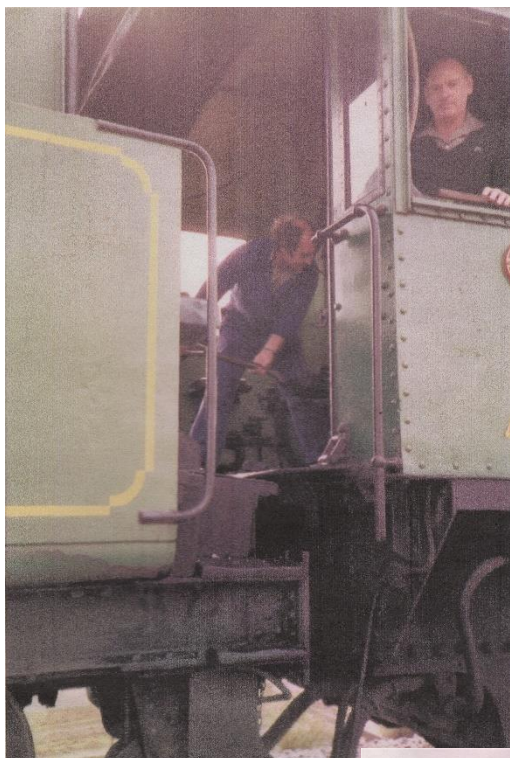


The fireman on this trip was society member Mr John Menegon.

Driver Max Francis and Fireman John Menegon (in overalls) wait for the arrival of Pm 706 and train at the changeover point, Avon Yard.

The first stop was at Goomalling for 25 minutes where passengers were able to detrain to peruse and purchase products set up on tables on the station platform by community members. The next stop was at Dowerin where, as the timetable mentions, the locomotive was serviced – the tender coal being resupplied from big bags of coal carried in an open bogie wagon in the train consist and water being supplied from a nearby fire hydrant.

The Loco crew enjoyed a refreshment break (crib) while the loco was serviced. Wyalkatchem was reached a little ahead of the timetabled time.

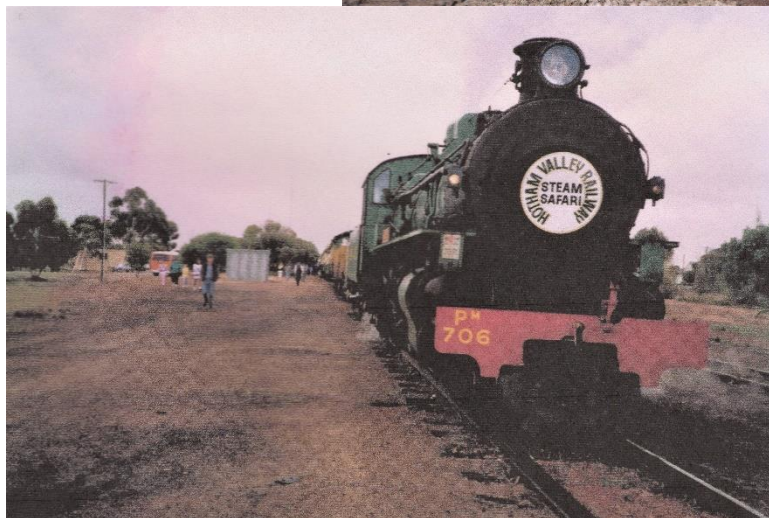


Fireman John Menegon builds up the fire in Pm 706 prior to departure.

As John and I waited for the relief crew from Merredin to arrive to take the train on to the overnight stay at Merredin, a passenger came up to me and said "Boy! You let the train go, down some of those hills."

My reply to him was "The speedometer in the cab of Pm 706 was in Miles per hour and I did not convert it to Kilometres per hour." Apparently, this answer satisfied his question.

Pm 706 being serviced at Dowerin.



Pm 706 and train after arrival at Wyalkatchem.

Trains can no longer use the Wyalkatchem to Merredin line as it has been disconnected at both ends.

2021 Meeting entertainment Coming Up

NOTE: February's meeting *Reflections from Railway Museums in Europe and Australia - what can we do?* by Philippa Rogers had to be deferred due to COVID-19 restrictions and it will be rescheduled to a later date.

13 March – General Meeting – Graham Watson *Rocky Bay Railway site 50 years apart (1968 and 2018)*

10 April - Entertainment Meeting - speaker from Metronet

8 May – Entertainment Meeting - Allan Tilley

12 June ANNUAL GENERAL MEETING

10 July Entertainment meeting *'The operation of the Claremont Signal Cabin during Royal Show Week during the early 1960s'* by Shane Burke

SALES - Personalised coffee mugs – exclusive to members



As part of our 150th celebrations, Rail Heritage WA members can now obtain a personalised mug for their tea or coffee, as shown by the sample in the photos. You can see the sample mug whenever you visit the museum. It is attractively printed in the “Indian red” colour used on old WAGR rolling stock, and this combination of colour and text block is intended only for members.

The mugs cost \$15.00 or \$25.00 for two (with the same name) and can be ordered at the museum when you can specify your preferred name/spelling. Or order through sales@railheritagewa.org.au and payment by direct debit. (Postage and other arrangements for members who can't collect from the museum will be advised later.)

Each mug is individually boxed so you can tell your partner it's a gift!

SOUTH WEST RAIL AND HERITAGE CENTRE (Philippa Rogers)



The Sunday 24 January Open Day, with the theme of Australian-made, was one of the busiest ones with excellent visitor numbers to enjoy the various activities, including visiting machinery and car displays.

(photos by Philippa unless otherwise noted)



Work on Leschenault Lady continues and on 22 January the tender and cab, which had been restored by Piacentini and Sons in Picton were returned to the site in amazing condition. Our thanks to Colin Piacentini and Tom Dillon for their contributions.





Thanks to Ian, Johnno, Brayden, Noah for taking the extra time to be in Boyanup for the lift.

Also thanks to Trent for his time ensuring there was no dust on the tender and helping with our social media.

On the same weekend Alasdair Kenyon and family came along and spent two hot days with me cleaning out and repainting one end of the Mobile Museum, ZJ 270. It is now unusual to see a Bicentennial project still popular and in regular use.



At Bassendean the crown mounting for G233 has been reassembled after stripping and cleaning.

(Noah Greenfield)



February 20th saw Lescheanult Lady's well-worn wrapper sheets being delivered to Piavanini Welding in Collie to have replacements made.

(Thanks to Brayden, Johnno and Noah)

(Noah Greenfield)

On Thursday 18 February I made a quick trip to Boyanup to meet and greet the Hon David Templeman, MLA, Minister for Heritage, Arts and Culture along with Jodie Hanns who is the local Labor candidate (seen here sitting in ACM 391). Every group involved in the site were there and a light lunch was hosted by the Boyanup Foundation – our thanks to Debbie Pickston. Both were impressed with the site and activity.



I presented them with a document outlining our vision for the South-West Rail and Heritage Centre with particular emphasis on the need to replace the condemned former goods shed and the return to steam of Leschenault Lady. The Minister remembered us from our 2019 State Heritage Award.

A follow up email from the Minister's Chief of Staff said:

The Minister thoroughly enjoyed his visit and was very impressed with the enthusiasm and commitment of everyone he met. The Minister is committed to exploring every avenue available to assist you and your group source funds to prepare your building plans.

AND IN COLLIE

From the Ministerial Media Release 15 January 2021

The Railway Goods Shed and Footbridge in Collie, that were instrumental in establishing the only coal industry in Western Australia, have been included in the State Register of Heritage Places.

Designed in 1898 by C.Y. O'Connor, the Goods Shed is the largest standard Class 1 shed built by the former railways department and includes a double gabled roof with the track running through the length of the building on one side.



Photo by John Joyce showing footbridge and station at Collie.

The footbridge is one of the few rare surviving examples of a rural railway footbridge in the State and was restored by volunteer labour, reopening in 2013. It spans the entire distance over the main railway line, connecting the two sides of the Collie town centre.

The Goods Shed has experienced ongoing intervention since being rebuilt in 1911 and was refurbished by the Collie Heritage Group in 1998-2002.

From the Ministerial Media Release 15 January 2021

Proposal to transform historic Collie Roundhouse

The National Trust of Western Australia has selected a preferred proponent to lease the historic Collie Roundhouse and transform the space into a vibrant public and commercial space. The McGowan Government is investing \$1 million through the National Trust of Western Australia for remediation works to prepare the historic Collie landmark for commercial use.

Be Our Guest Holdings' application to the Expression of Interest process focused on adaptive re-use of the site which will include mixed use linking the site to the town centre. The Collie Roundhouse was built in the 1950s as a place to maintain the steam locomotives servicing the State's coal industry, making it a significant relic of WA's history, and is now the State's only roundhouse and turntable that remains in situ. The potential development, which proposes a joint venture between private enterprise and State Government, would re-activate the Collie Roundhouse building and precinct, extending to the existing Visitor Centre site, to drive guests to the town and region.

The unique vision integrates public space, parklands, adventure play, landscaped bushland, a range of accommodation options and spaces for functions, exhibitions and events. The

proposal, while still in the early planning stages, includes craft food and beverage options, a café and bistro, quality boutique accommodation and an adventure tourism accommodation camping area to the east of the Roundhouse.

The proposal expressed sensitivity to the site's rail heritage and a vision to create a world-class interpretation of the history, respecting the Collie community's vision for the site as well as past and future use of the space as a community asset. Be Our Guest Holdings is a proven Western Australian success story, most notably owning the Dome café brand which now operates in over 60 locations across the State.

The National Trust will now work to enter into an 'Intent to Lease' with Be Our Guest Holdings to enable further planning of the development. The project has now been approved to proceed to Stage Two assessment for assistance from the Collie Industry Attraction and Development Fund."



Collie Roundhouse under construction (RHWA Archives, P10048)

NEWS FROM AROUND THE STATE (Simon Barber)

AURIZON - ACB CLASS

SCT freight service 2MP9 arrived at Forrestfield during the morning of 28 January, worked by SCT009 and 001. Dead attached behind the powering locos were ACB4401, 4405 and 4403, being returned for duties in WA by Aurizon. They had been based in the Hunter Valley for a period of time working coal trains. It is likely that they will join the pool of units allocated to the Mineral Resources iron ore trains.

IRON ORE

Mineral Resources has commenced operation of iron ore services between Mt Walton and Kwinana, a return to the inaugural running employed during 2011. Aurizon is handling these services. The MRL owned MHPY wagons are used on these workings as the Kwinana Bulk Terminal is set up for bottom discharge unloading. Trains are also running from Mt Walton and Koolyanobbing East to Esperance, with the crewing split between Aurizon and Pacific National.

Motive power on the initial service from Mt Walton to Kwinana was MRL001, CF4405 & MRL002, arriving at Kwinana as train 1048 on 24 January. MRL002 & 001 then ran the first empty ore train out of Kwinana on 25 January as 2049. The second outbound empty service from Kwinana departed on 27 January, running as train 4049 with motive power ACC6031 and Q4013.



MRL001, CF4405 and MRL002 haul the first MRL service through Brigadoon since the restart of operations. (Simon Barber)

GRAIN

Aurizon made a return to grain haulage in WA during February, running a grain train set in its own right on sub-contract to CBH Group and Watco. P2503 and 2515 departed Narngulu for Carnamah as 2752 on 1 February, hauling a consist of XT wagons and running with an Aurizon crew. While P class locos and XT and XU wagons have been used previously since CBH took over its own haulage, they have always been on hire to CBH, with the locos crewed by Watco drivers.

PARKESTON COLLISION

Q4002 was working 2C74 transfer freight from Parkeston on 22 February when it collided with a road train at the Yarri Road crossing to the north of the yard. The impact caused the locomotive to derail, and serious damage was incurred. Unfortunately, injuries to the locomotive crew were reported to be quite major, requiring air transport to Perth.

PACIFIC NATIONAL

NR122 was collected from UGL Rail at Bassendean by NR35 on 15 January, running to Kewdale as 6P24. NR122 was formerly NR80, the unit in which a driver fatality occurred on Christmas Eve 2019 in a rear end collision of two trains at Jumperkine. Like the situation involving NR3 becoming NR121, the loco was renumbered in respect of the deceased driver. Originally planned to run east on PN freight 6PM7 during that same evening, the departure of NR122 was subsequently delayed to the following day's 7PM5. The other loco on the train involved in the accident, NR56, was returned to service some time ago.

ARC INFRASTRUCTURE

The railway through the Avon Valley was closed by DFES on the evening of 1 February, having been deemed too unsafe for train operations with the Perth hills bushfire burning through the terrain in the vicinity of Bells Rapids and Jumperkine. The line remained closed until the morning of 7 February. Rail operators Aurizon, Pacific National, SCT and Transwa all had services impacted by the closure.

The fire was deemed a catastrophic event, with 86 houses and a number of other residential and non-residential structures destroyed, and large tracts of bush land burnt.

PTA / TRANSPERTH

Work commenced on 5 February at Claremont preparatory for the installation of dedicated sidings for the termination and turning back of trains from the Forrestfield – Airport Link Railway. Six car sets will be able to access the sidings. The station was closed to passengers from this date, requiring a bus sector to access the area on public transport. Trains between Showgrounds and Fremantle were running on a 30-minute frequency, with a change required at Cottesloe. Several night and weekend closures of the whole Fremantle line have also been programmed.

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
3 March	A de Smalen	G Bradley	C Perry	A de Smalen
10 March	A de Smalen	S Rayner	C Perry	A de Smalen
17 March	A de Smalen	G Bradley	C Perry	A de Smalen
24 March	A de Smalen	S Rayner	C Perry	A de Smalen
31 March	A de Smalen	G Bradley	C Perry	A de Smalen
7 April	A de Smalen	S Rayner	C Perry	A de Smalen **
14 April	A de Smalen	G Bradley	C Perry	A de Smalen **
21 April	A de Smalen	S Rayner	C Perry	A de Smalen
28 April	A de Smalen	G Bradley	C Perry	A de Smalen
5 May	A de Smalen	S Rayner	C Perry	A de Smalen

**** School Holidays – Museum opens 11.00am**

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
7 March	K Freind	B Horton	G Watson/M Gillooly	B Horton
14 March	A de Smalen	B Horton	B Williams	A de Smalen
21 March	K Ayerst	B Keay	D Raine	K Ayerst
28 March	L McBeath	M Miles	G Higham	G Higham
4 April	K Freind	B Horton	C Forsey	B Horton
11 April	A de Smalen	B Williams	G Watson/M Gillooly	A de Smalen
18 April	K Ayerst	B Keay	D Raine	K Ayerst
25 April	L McBeath	M Miles	G Higham	G Higham
2 May	K Freind	B Horton	G Watson/M Gillooly	B Horton

CONTAINERS FOR CHANGE

Rail Heritage WA has registered for Containers for Change and you can assist our fundraising even if you are unable to come to the museum - just take your collection to the relevant refund point and ask them to put it to this ID number: **C10338481**. Thanks to those who have – every bit helps.



RAIL HERITAGE WA

Members Newsletter

April 2021



FOR YOUR CALENDAR

Thurs 8 & 29 April	Museum collection mornings 9.30am, Exhibition Building
Sat 10 April	Entertainment meeting 2pm – Jeff Austin on Turntables
Sat 17 April	Museum collection working bee 1.30pm, Exhibition Building
Sun 18 April	First of Sunday specials for public – guided tour at 2pm 'Made in Workshops at Midland' by Philippa Rogers SWRHC Open Day 9am to 2pm
Sat 8 May	Entertainment meeting 2pm – Metronet speaker
Sun 16 May	Researching your railway family – presentation by Jeff Austin is now available for booking https://www.trybooking.com/BOAUC
Sat 22 May	National Volunteer Week outing (PM) to Bennett Brook Railway
Sun 6 June	Mini Model Expo – 10am to 4pm Railway Museum Bassendean

FROM THE PRESIDENT (Brian Williams)

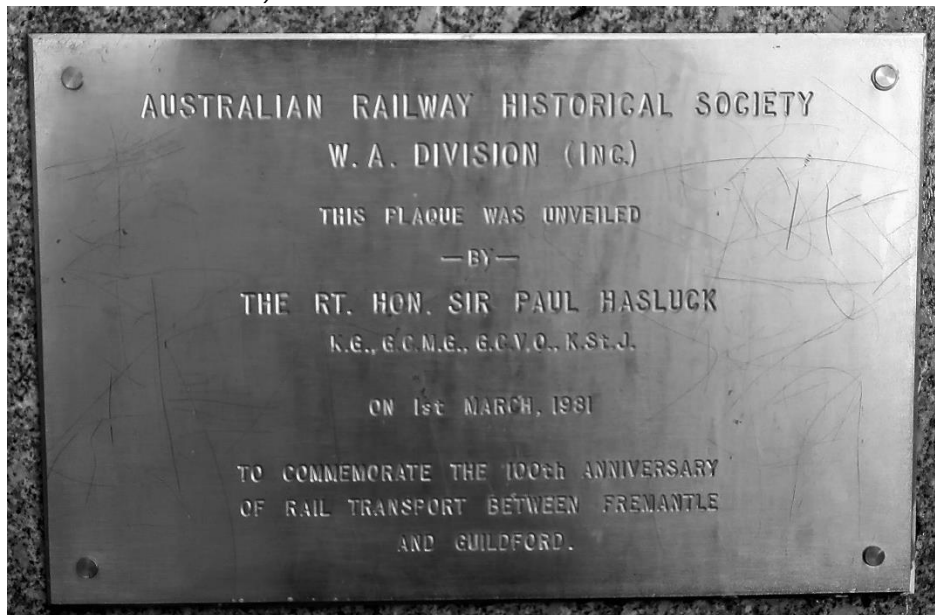
What an amazing collection of hand lamps, signal lamps and crew tucker/crib boxes were sorted and cleaned on Saturday 20th March from the Museum storage room at the Exhibition Building. My thanks to Philippa, Jane & Tristan Hunnisett, Bruce Keay, David Raine, Ruth McWilliams, Jaryd and Graeme Bradley. The floor of the storeroom was finally vacuumed and it looks much better. Meanwhile Jane Keay continued her amazing work in making and fitted Tyvek covers for our uniform collection. If you are able to assist with the sorting of the Society's artifacts, please contact either Philippa Rogers (0417 961187) or myself (president@railheritagewa.org.au). This is stage one of caring for our collection.

I am again calling on the membership to consider involving themselves in the operation of the Entrance Building and Museum grounds on Sundays and Wednesdays. As I have stated on numerous calls of this nature the more members that can assist in this area the less time people have to spend on duty. Once again contact me at president@railheritagewa.org.au.

As stated in the last newsletter the Management Committee meeting of February discussion centred, amongst other items, on the membership of the Society. If current members are able to introduce a new member to the Society then the current member will receive a discount on their membership fee. If the new inductee has appropriate skills to assist the Society, then that would be even better. This matter is being raised again by me as we will shortly be sending out membership renewal forms and I am seeking membership assistance in supporting the Society through the Management Committee and the Accreditation Committee. Currently those who hold executive and committee positions on the Management Committee are also involved in the Accreditation Committee and it would be appreciated if more members could assist in these areas and help in reducing the current workload.

140 YEARS OF THE FREMANTLE TO GUILDFORD RAILWAY

Despite the inclement weather on 1 March 2021 a group of Rail Heritage WA people braved the rain and stood at Guildford alongside the plaque prepared by us back in 1981 to celebrate the Centenary of the opening of the railway between Fremantle and Guildford.
(Photos from Graham Watson)



RESEARCH YOUR RAILWAY FAMILY

We receive many enquiries from people about their ancestors who worked in the railways. Our expert researcher Jeff Austin, who usually replies to these questions, will give a presentation on Sunday 16 May at 2pm in the Exhibition Building at the Museum.

Bookings will be through <https://www.trybooking.com/BOAUC> There is no charge for members who can book through events@railheritagewa.org.au. Visitors will pay normal admission fee. Please promote this through your own networks.

This event is part of the Australian Heritage Festival
https://www.nationaltrust.org.au/ahf_event/researching-your-railway-family/

MUSEUM (Philippa Rogers)

Mini Model Railway Expo – Sunday 6 June 2021 10am to 4pm

The AMRA Exhibition will not be held on the June long weekend this year due to uncertainties around COVID that may leave the organisation substantially out of pocket. As we have our own premises and no need to commit a large amount of money to advertising to cover our costs, this provides an opportunity for us to hold an event that weekend.

This day will not be a replica of RailFest and focuses on model and possibly miniature railways within the Railway Museum setting. We have spoken with both WAMRC and AMRA in the initial development and will continue to work with both groups. The WA Brick Society (Lego) will be there. WAMRC will run their popular sausage sizzle.

Arrangements are being made to ensure we can cope with winter weather!

We will be looking for volunteers to assist on the day (and on the Saturday for set up).

If you wish to participate in any way, please contact Philippa on 0417 961187.

Entry fee update: Reminder that from 1 April 2021, there will be a one dollar increase for adults, concessions and children and the family entry will increase by \$3 to \$25. However, there will be a reduction in the annual family platform pass to \$50.

In an endeavour to reach other possible visitors the Management Committee has made an agreement with the WA Railway Institute for the rest of 2021 (except RailFest) to offer 2 for 1 entry for WARI members. In return WARI will promote this through their newsletter. We thank them for their ongoing support and look forward to a mutually beneficial arrangement.

Now on display : This standard gauge ballast hopper was manufactured by Gray Bros in 1915 for the Commonwealth Railways to work on the Trans-Australian Railway construction. It served its purpose well and was still around in 1964 when the WAGR needed wagons for the construction of its standard gauge project.

Now WSJ 30553, it was one of 50 Hoppers purchased by WAGR on 28 November 1964. It was written off in January 1984. It was acquired by the Perth Electric Tramway who donated this important piece of history to RHWA in 1995.

Some years ago, it was sandblasted and repainted but is in need of another coat of paint in some areas. Volunteers welcome to assist.



With the aid of our 'new' crane this month it was placed on a piece of track adjacent to our standard gauge locomotive KA 218. A fitting location!

Website changes: New websites are in development: one for Rail Heritage WA and one specifically for the Railway Museum in Bassendean. Both sites will link to the other. If you want to see an example of how this works, see the Aviation Museum and RAAFAWA sites. The priority is for www.therailwaymuseum.org.au to come on line first.

A new sign (G Bradley)



Our main roadside entrance information board has been replaced, the old one was suffering with weather damage. To save costs we utilized the support posts from old sign on the new sign and re-located sign to front of entrance building.

This presented a challenge because of the large concrete blocks used at base of support posts and need to move them about 25 metres nearer to entrance building. Task was successful, thanks to fellow volunteer, Laurie W. for his valuable assistance.

ED: Thanks to Different by Design for updating the sign information at no charge.

MEMBERSHIP

You will be receiving a short survey with this newsletter. There are two pages to the survey – one asks a couple of simple questions to assist with the redevelopment of the Exhibition Building and the other about membership in general.

A different form of the Exhibition Building survey will be rolled out to our museum visitors in a one-to-one situation in coming weeks. Additionally, some feedback will be sought through our social media pages in an endeavour to hear from people who don't often visit (if at all).

WA RAIL 150 Activities (Philippa Rogers)

External Presentations

Rail Heritage WA often has opportunities to give presentations to outside groups about rail history and the work of our society. Powerpoint shows have been prepared for this purpose and are available if any member has an opportunity for us to publicise our society and at the same time present information. The presentation are non-technical, being intended to entertain and inform a wider public audience. Recent presentations include:

- U3A Western Suburbs group: "The trans Australian railway"
- U3A City group "150 years of trains in WA"
- Probus Victoria Park "150 years of trains in WA"

If you are hear of any opportunities for us to benefit by this interaction with other groups please contact Geoffrey Higham.



At the general meeting on 13 March, a cake was cut to mark Ballaarat's 150th birthday. The actual anniversary was 14 March when she it was first presented to the public at the Victoria Foundry, Ballarat and christened BALLAARAT by the Mayor of Melbourne, Thomas McPherson.

Of course, it took another 5 months to get to Western Australia where it was the first locomotive for the state.

Photo shows Jeff Austin (researcher) and Brian Williams (President) cutting the cake

Museum Guided Tours / Talks coming up

18 April *Made in Midland – mainly by WAGR* by Philippa Rogers

16 May *Researching your railway family'* Jeff Austin (presentation ie not a tour, with bookings required) For external bookings please use: <https://www.trybooking.com/BOAUC> . For members, email admin@railheritagewa.org.au or phone Philippa on 0417 961187. Numbers are limited. This event is also part of the Australian Heritage Festival.

20 June *Diesel locomotive development* by Simon Barber

Special Event Saturday 22 May National Volunteer Week

Thanks to support from Volunteering WA and Lotterywest our volunteer Thank You event this year will be an outing to Whiteman Park in the afternoon of Saturday 22 May. It will include a rail trip and afternoon tea.

Once times are confirmed, booking sheets for the outing will be available in the Entry Building, Archives and the R & M Mess car. Or you can send your expression of interest to admin@railheritagewa.org.au



The Busselton Naturalists Walking group are walking only the old railway line to Wonnerup House on Saturday 21 August. Anyone interested is invited join them and to book for the walk contact Bernie Masters by email bernziemasters@iinet.net.au or phone 0408 944 242.

FROM JEFF AUSTIN – LOCOMOTIVE HISTORY of W 901 Steamtown Peterborough, SA

April 2021 is the 70th anniversary of the introduction of the W class - one of the most successful and popular locomotives in WAGR history. This is the story of class leader, W 901.

W 901 was built by Beyer Peacock & Co, Manchester, England (Makers No.7378/1951) at a cost of £35,380. It arrived at Fremantle on the ship "SOUTH AFRICA STAR" on 7 April 1951, in a stripped-down condition for shipping and primer paint. After unloading, it was transported to Midland Workshops for re-assembly, painting and trials.



W 901 seen here new at Midland Workshops in April 1951 (WAGR, P19909)

W 901 emerged in the new Green Deluxe livery and ran a trial to Chidlow and return on 19 April. It entered service on 27 April and was inspected the same day at Perth station by the Minister for Railways and Commissioner. '901' returned to Perth station for public display during 'Jubilee Week', 7-11 May 1951, along with another Beyer Peacock product, 1882 veteran 'A 21'.



A 21 and W 901 on display at Perth station in May 1951 (John Buckland, P11011)

After the publicity and 'running in' work in the metro area for a couple of weeks, it was sent to Northam depot. This depot had about 50 locomotives including C, ES, L, MSA, O/OA, P, PM, PR and S class. Some of which would disappear with the invasion of W class in the following year. '901' worked the main and branch lines to Merredin, York, Toodyay and Wyalkatchem. By September 1951 it was based at Merredin depot, with classmate W 903.

For much of 1952, the Metal Trades strike sidelined large numbers of WAGR locomotives awaiting repairs. W 901 was no exception, being stowed for several months at Midland Workshops and East Perth depot. Following repairs in November 1952, it was based at Midland Junction depot.

On 11 March 1953, the bank engines off No.95 & 105 Goods, PM 719 and W 901 collided in the Swan View-Bellevue section. Damage was reported as minor, but '901' went into Midland Workshops for collision and boiler side stay repairs, not re-emerging until 26 May. The boiler side stays were a big problem in W class during 1953 with about one third of the class out of service for repairs. Boiler No.901 also suffered from several tube failures in 1954 and in June of that year, 66 tubes were replaced at Midland Workshops.

'901' returned to Northam depot, which by October 1953 had an allocation of 32 W class. They were working the various main and branch lines around Northam, with some based at the out depots at Merredin, York, Toodyay and Wyalkatchem. '901' was based at Toodyay with W 902, working the Miling branch.

After repairs at Midland Workshops in July 1960, '901' was transferred to Collie depot. This depot had about 20 locomotives, mostly elderly FS class and a small number of modern V and W class. All these engines handled the coal mine shunts and heavy coal/goods trains to Brunswick Junction, Bunbury and Narrogin, often double-headed. The W class also worked the goods trains from Collie to Wagin. By 1965 there were 27 locomotives in the Collie depot, with 14 W and 4 S class, while a reduced compliment of FS locomotives undertook mine and shunting duties.



W 901 hauling a goods train at Amery, 18 May 1968 (P. Hopper, P12158)

Nearing its next general overhaul at Midland Workshops, '901' was returned to Northam in June 1967. This depot now had a much smaller allocation of locomotives, with 17 PM and 5 W class. '901' returned from overhaul in October 1967 and went back to working goods trains to Wyalkatchem and the occasional stint based at York. With the onset of standard gauge around Northam, the steam depot was preparing to close, so early in 1969 '901' was transferred to Narrogin. This was still a busy steam depot with W class working to Merredin via Corrigin and Kondinin, and the main line to York and Albany.

W 901 hauling AKRU 84 Goods, Wickepin-Narrogin, 19 May 1969 (J. Joyce, P17408)



By July 1969, the depot still had 31 steam locomotives of classes FS, PM/PMR, V and W. These were, however, the final days of main line steam at Narrogin with dieselization was planned for early 1970. In these final months, '901' was noted hauling –

14 February 1970: No.12 Fast Goods, Albany-Katanning

17 March 1970: No.30 Goods, Albany-Kendenup

The GSR main line was dieselized from 1 June 1970 and the same day '901' was withdrawn and stowed at Narrogin. It had travelled 378,000 miles (608,000 kms) during the 19 years in service. Soon after, it was towed to Collie and stowed with many other withdrawn engines. By 21 September 1970, the word RESERVED had been applied to the side of the cab, for preservation in the ARHS collection.



W 901 was written off on 14 August 1972, by which time it had been replaced by W 953 in the ARHS collection. It was towed to Midland Workshops in October 1974 and stowed awaiting an uncertain future.

W 901 at Brunswick Junction, en-route to Midland Workshops, October 1974 (L.A. Englund, P14298)

In 1978, '901' was purchased by the Peterborough Steam Society, South Australia. It was loaded onto a standard gauge flat-top wagon at Forrestfield and departed on No.1121 Freight on 4 January 1979. At Parkeston, it was joined by PMR 720, also destined for Peterborough. After an eventful journey, in which the train derailed at Immarna, SA the two locomotives arrived unharmed at Peterborough on 17 January.



W 901 being loaded at Forrestfield for the journey to Peterborough, January 1979 (Westrail, P10510)

'901' was eventually returned to service in 1988 and worked tour trains along the old 3'-6" gauge line to Orroroo and Black Rock until the 1990s.

Today it is a static exhibit, along with W 907, PMR 720 and WAGR diesel Z 1151 at Steamtown Peterborough.



As displayed in the Peterborough roundhouse, '901' has boiler No.956 which was fitted at the last general overhaul at Midland Workshops in October 1967, while the 'small' W class tender is from W 907.

W 901 in the roundhouse at Steamtown, Peterborough, 5 April 2017 (J. Austin)

ARCHIVES (Graham Watson)

Here is a photo of a group of WAGR/Westrail employees from the Workshops who seem to have been successful in a first aid competition, can you help you identify the last unknown person and advise as to when the competition was held?



From left to right: Cedric Turner (diesel shop), Colin Beales (machinist), Stewie Bell (foreman painter), UNKNOWN, Maurie Tomlin (Foreman Machine Shop) and John Jenkins (Boilershop inspector)

Requests for March, 2021

The following requests for information have been received from members of the public and have been answered by Jeff Austin.

No	Subject	Purpose
20	Brookton station stretcher	Local history
21	Fremantle, map of early tramways	Self
22	G, W, V & S class drawings	Modelling
23	E. Fraser, railway construction employee 1890s	Family history
24	Balingup railway photos	Local history
25	Derailment of A 1502 near Bali, 1963	State Library of WA
26	Cannington station history	Heritage assessment
27	Wagons displayed at Cowaramup	Local history
28	Moora station history	Heritage trail
29	Railway bridges	Local history
30	Railway Posters, 1940-50s	Self
31	Glen Forrest signals	Self
32	Stephenson C1 photos	Modelling

REQUEST Wongan Hills

In Wongan Hills a new group has been formed to be called Friends of the Barracks. The group is asking if anyone has any old photos of the railway barracks. I'm sure that they would welcome stories too. If you can help, please contact Philippa at admin@railheritagewa.org.au

2021 Meeting entertainment

Members were enthralled with Graham Watson's talk on *Rocky Bay Railway site 50 years apart (1968 and 2018) at the last meeting*. Our thanks to Graham!

10 April - Entertainment Meeting - a change will see Jeff Austin as our speaker on the topic of **Turntables**.

8 May – Entertainment Meeting will hopefully be our **Metronet** guest speaker. (If so, this means Allan Tilley's talk will be deferred to September.)

12 June ANNUAL GENERAL MEETING

10 July Entertainment meeting *'The operation of the Claremont Signal Cabin during Royal Show Week during the early 1960s'* by Shane Burke

SOUTH WEST RAIL AND HERITAGE CENTRE (Philippa Rogers)

An excellent four-page spread has been published in the Farm Weekly on the restoration of Leschenault Lady and also the Centre. It has also been widely shared on Facebook.

The Open Days continue to be very popular and in April the Open Day has been changed from 25 April to 18 April because of ANZAC Day.

RESTORATION AND MAINTENANCE (Ian Studham)

Graeme and his team of midweek workers, including new recruit Kevin, have now finished the external tongue and groove timber installation on the north side of sleeping car JV 33. Along with that the rubbing strip along the bottom of the lower side has been re-installed and all the window components are now back where they belong. The guys then turned their attention to making sure everything had a good coating of undercoat and are now running along with an application of 50/50 paintwork on that side.

James has found time amongst his busy professional work schedule to get back onto the ZF brakevan, with the side to the platform and most of the west end now benefitting from a second coat of red topcoat and really looking very nice. Yet to be dealt with is the metal “monkeybox” as that may need a bit more attention than a standard repaint. Once marker-light assembly also needs to go back onto the west end – I have taken this apart and cleaned it then re-attached and re-sealed the red glass spectacle to the housing, so it’s just about ready to return to its spot. James is now well into the prep work for the east end and the south side – once again tackling the slow task of sanding all of the tongue and groove timber prior to undercoating.

With the white-ant infested trees now removed out the back, the required vehicle access is no longer required and the way is clear to prepare for the re-installation of the track to reconnect rear storage sidings 4 and 5. To this end some rail has been taken into that area and the trackbed has been cleared of the debris left behind from the tree removal.



At Boyanup, Garry Moore continues with the restoration of the 4-wheeled tanker wagon – there is much rust on the frame to remove and this is a gradual process, however you can certainly see where he’s been.

New recruits at Boyanup, Ian and Mick, have been channelled onto dogbox car ACM 391, picking up where John Budd left off. They have laid out the toilet compartment doors are started the process of final varnishing prior to re-hanging these doors. One of the consequences of wanton dismantling of railway carriages in the way that it happened to 391

is that there is never any guarantee that all the bits will ever be found again – and this has been the case with the toilet door hinges – we only have about a third of them, yet all the doors were hanging prior to it being pulled to pieces all those years ago. So we'll need to purchase some new hinges that are a close match size-wise to the old originals – the difference will be that the old ones were a specialist spring-loaded type often found in railway applications from that time – unlikely that we're going to be able to find those off the shelf in Bunnings!

While the loco guys have been very busy with the various needs of G233 during our visits to Boyanup, Brayden has also been spending a bit of time each visit attending to railcar ADG 610. After some help from his friends, much tinkering and some research into the vagaries of the fuel injector and its cut-out levers, one motor was successfully started in November and settled down very quickly into a smooth idle. That's as far as things have gone for the moment, as we know that the electrical starting circuits for the other motor are malfunctioning and will need troubleshooting before any thoughts of starting that one up can be held – and the focus is very much on getting the Leschenault Lady back together. In any case, it was great to sit inside an ADG and once again hear and feel the car humming underneath you.

NEWS FROM AROUND THE STATE (Simon Barber)

JOURNEY BEYOND

The *Indian Pacific* has resumed running, with the first trip for almost a year arriving at East Perth Terminal on 6 March behind NR86. The first eastbound service since the resumption departed on the following day behind NR100. One change from the pre Covid-19 era services has been the removal of motorail services from the train. Border restrictions have curtailed the entire Journey Beyond services, with the *Indian Pacific* being in recess for the longest period.

TRANSPERTH / METRONET

Train services between Gosnells and Armadale were cancelled from 1 – 11 April, and replaced by buses, to allow for the removal of the Denny Avenue crossing at Kelmscott. A total closure on the Armadale line was planned for 2 April (Good Friday). The crossing is to be replaced by a four lane underpass at Davis Road. There will also be platform extension works at Perth Stadium station to cater for future services on the Thornlie – Cockburn Link.



Work continues at Claremont on the construction of two new sidings, and associated signalling infrastructure. The sidings will each accommodate six car consists, which will run to and from the Forrestfield – Airport Link.

(Trackwork at Swanbourne, looking towards Claremont. Photo – Simon Barber)

PACIFIC NATIONAL

PN train 4PS6 had a derailment incident at the western entrance to Avon Yard on 3 March. Three five-pack loaded container wagons derailed as the train approached the yard, damaging the standard and narrow gauge down main lines into the yard, and blocking the up main lines. Damage was also sustained by a signal gantry. Train services were resumed on the following day, though only on a limited basis with single line working between Avon Yard and Toodyay West, and long delays being experienced by many trains. Initially only standard gauge services were running, with narrow gauge works delayed by more severe track damage.

WATCO

Qube has won the haulage task for Nickel West, effective from 1 April. Watco has been sub-contracted for the rail part of the haulage, taking over these duties from Aurizon. Nickel concentrates will be railed between Leonora, Hampton and Redmine, while sulfuric acid will be transported from Hampton to Kwinana. Watco has sourced locomotives and flat wagons for the task from leasing company Rail First Asset Management, which is the new trading name for CFCLA, and Qube. The first movement of leased stock occurred on 19 March, when Pacific National service 5MP2 departed Adelaide with NR96 & 51 hauling GL107 & 110, which were detached at West Merredin for crew training. VL361, CM3307 and GL106 were in the second movement, arriving at Parkeston on 24 March with 100 flat wagons. Qube owned unit GML10 departed Adelaide on 23 March behind CF4410 & 4403 on 23 March.

OTHER METRONET NEWS

From Forrestfield Airport Link 26 March 2021 Update

Track laying within the tunnels and dive structures is now at 65 per cent – that is more than 10km of slab track completed! All foundations and masts for the overhead line equipment have also been installed in the dive structures at either end of the tunnels.

Another milestone was achieved mid-February, when the city-bound Midland Line tracks were shifted to their permanent location. Trains are now crossing over the dive structure before reaching Bayswater Station, located about 1km to the west.

This weekend Bayswater Junction will see the final shift of the east-bound Midland Line tracks. These will move slightly south to be situated along the northern side of the dive structure. To facilitate the work a 56-hour shutdown of the Midland Line is necessary, commencing Friday evening and finishing Monday morning. Due to the proximity of operating rail and the required isolation of power for safety reasons, works must be done when trains are not operating.

Bayswater Junction living up to its name

Who would have thought you could find diamonds in rail track construction? Well, there are two on the new Airport Line – diamond crossings to be precise. Located within the dive structures at Bayswater and High Wycombe, diamond crossings are intersections of two parallel tracks, enabling trains to change from one to the other. The skeleton track for the first crossing is now in place at Bayswater, ready to be embedded in concrete.



Fit-out of the portal building is ongoing, with recent works including fitting of louvres to enable airflow to the tunnel ventilation fans. Scheduled for April is the installation of the lift car, which can transport passengers from the tunnel to the surface in case of an emergency.

FROM OTHER STATES: Bellarine Railway's WAGR stock

Photos taken by David Price, former president and chairman of the Bellarine Railway who has given his permission for RHWA to publish the photos

No.3 Steam Crane - ex Midland Railway Workshops (?). Fully restored and operative - normally runs at the Steam Rally at Drysdale on Fathers' Day.



Operated for demonstration purposes only - fully ticketed boiler but not certified for lifting operations as a crane.

It is seen here on the 16th November 2020 in the yard at Laker's Siding, but is now back inside the Laker's shed (as of January 2021).

S547 *Lindsay* (with tender from 542 *Bakewell*) - normally stored undercover but located temporarily outside, as seen in this shot, due to requirement for protective storage of The Q Train during COVID-19 lockdown. Back in dry storage as of December 2020. This engine is a long-term restoration project which is likely to commence when track standards are upgraded to suit its axle loading.



Both V1209 and S547 are on hold from operation/restoration until rerailing of the line beyond Laker's Siding is completed due to their respective axle loading/ rigid

X7732 - this wagon is currently operational and is frequently used in vacuum-braked consists to provide additional braking.

It also currently stores some spare components including chopper couplings, buffers, links and other heavy items. It is seen here on the 16 November 2020 in the yard at Laker's Siding. As of Friday 22 January 2021, it was part of a rail transfer consist taken to Drysdale station.



NC18417 - currently operational. It is seen here on the 16th November 2020 in the yard at Laker's Siding.

As of Friday 22 January 2021 it was part of a rail transfer consist taken to Drysdale station.



NC18558 - currently in service. It is seen here on the 16th November 2020 in the yard at Laker's Siding, As of Friday 22 January 2021 it was part of a rail transfer consist taken to Drysdale station.

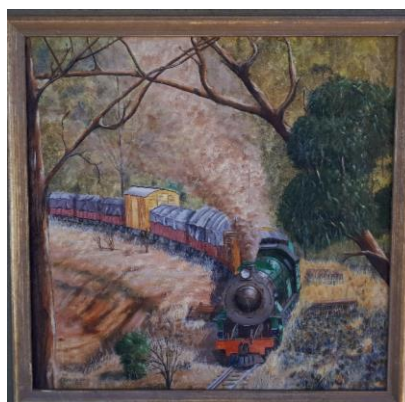
Ballast Plough LX5179 - currently operational and used regularly for spreading ballast during trackwork. It is seen here on the 16 November 2020 in the yard at Laker's Siding.



SALES

We will be selling seven paintings on a commission basis on behalf of a deceased estate. They are all WA scenes but vary in topic and size. Some are better than others. It is expected that the price will vary from \$200 to \$350+ each. They can be inspected at the April General meeting or you can register your interest in a particular painting before then to admin@railheritagewa.org.au





PS Sorry about the photo quality – rush job

Personalised coffee mugs – exclusive to members



As part of our 150th celebrations, Rail Heritage WA members can now obtain a personalised mug for their tea or coffee, as shown by the sample in the photos. You can see the sample mug whenever you visit the museum. It is attractively printed in the “Indian red” colour used on old WAGR rolling stock, and this combination of colour and text block is intended only for members.

The mugs cost \$15.00 or \$25.00 for two (with the same name) and can be ordered at the museum

when you can specify your preferred name/spelling. Or order through sales@railheritagewa.org.au and payment by direct debit. (Postage and other arrangements for members who can't collect from the museum will be advised later.)

Each mug is individually boxed so you can tell your partner it's a gift!



MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
7 April	A de Smalen	S Rayner	C Perry	A de Smalen**
14 April	A de Smalen	G Bradley	C Perry	A de Smalen**
21 April	A de Smalen	S Rayner	C Perry	A de Smalen
28 April	A de Smalen	G Bradley	C Perry	A de Smalen
5 May	A de Smalen	S Rayner	C Perry	A de Smalen
12 May	A de Smalen	G Bradley	C Perry	A de Smalen
19 May	A de Smalen	S Rayner	C Perry	A de Smalen
26 May	A de Smalen	G Bradley	C Perry	A de Smalen
2 June	A de Smalen	S Rayner	C Perry	A de Smalen

**** School Holidays – Museum opens 11.00am**

DATE	TICKETS/SALES		SITE SUPERVISOR	DUTY SUPERVISOR
SUNDAYS	Museum open 1.00pm – 5.00pm			
4 April	K Freind	B Horton	C Forsey	B Horton
11 April	A de Smalen	B Williams/ C Liu	G Watson/M Gillooly	A de Smalen
18 April	K Ayerst	B Keay	D Raine	K Ayerst
25 April	L McBeath	M Miles	G Higham	G Higham
2 May	K Freind	B Horton	G Watson/M Gillooly	B Horton
9 May	A de Smalen	B Williams	G Watson/M Gillooly	A de Smalen
16 May	Vol Reqd	B Williams	Vol Reqd	Vol Reqd
23 May	K Ayerst	B Keay	D Raine	K Ayerst
30 May	L McBeath	M Miles	G Higham	G Higham
6 June	Special Roster			

CONTAINERS FOR CHANGE

Rail Heritage WA has registered for Containers for Change and you can assist our fundraising even if you are unable to come to the museum - just take your collection to the relevant refund point and ask them to put it to this ID number: **C10338481**. Thanks to those who have – every bit helps.

ADVERT:

ARMY MUSEUM SPECIAL NIGHT OPENING

The Army Museum in Fremantle will hold a special night event on 16 and 17 April, open to the public. There will be volunteers in period army costumes, WW2 Movietone newsreels, old military vehicles and the galleries all open. The Army band will perform.

Tickets from Trybooking or for more information see

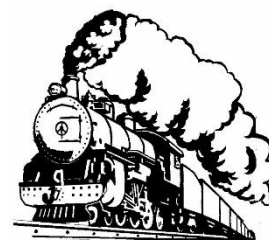
<https://armymuseumwa.com.au/>



RAIL HERITAGE WA

Members Newsletter

May 2021



FOR YOUR CALENDAR

Sat	8 May	Entertainment meeting 2pm – Metronet’s Mr Owen Thomas <i>‘Development of Metronet to cater for Perth and its growth’</i>
Sun	16 May	Researching your railway family – presentation by Jeff Austin
Sat	22 May	11am Outing to Bennett Brook Railway – train leaves 11am
Sun	23 May	South West Rail & Heritage Centre Open Day 9am to 2pm
Sat	29 May & Sat 5 June	Museum Workdays – preparation for Model Expo
Sun	6 June	Mini Model Railway Expo – 10am to 4pm Railway Museum
Sat	12 June	2pm Annual General Meeting , Railway Museum

FROM THE PRESIDENT (Brian Williams)

I am looking forward to the Volunteers outing to Whiteman Park and the Bennett Brook Railway on 22nd May and expressing my thanks to our volunteers who work so tirelessly during the year performing numerous tasks in all aspects of the Society.

Thanks to support from Volunteering WA and Lotterywest our volunteer Thank You event this year will be an outing on Saturday 22 May. Our rail trip departs Village Junction station at 11am and it will be followed afterwards by lunch there. **NOTE: Change to morning ie 11am Saturday 22 May, please be there by 10.50am and we have reserved carriages.** Booking sheets for the outing will be available in the Entry Building, Archives and the R & M Mess car. Or you can send your expression of interest to admin@railheritagewa.org.au or call Philippa on 0417 961187.

This year, as you are aware, there is no AMRA Exhibition over the June Long Weekend and the Society; in conjunction with AMRA, WAMRC and others; is holding a **Mini Model Railway Expo** on Sunday 6 June between 10.00am and 4.00pm. Your assistance is required to help in this event, both in a supervisory role around the Museum, in the Entrance Building attending to visitors and on the second-hand book stall.

Sunday 16 May RESEARCH YOUR WA RAILWAY FAMILY

We receive many enquiries from people about their ancestors who worked in the railways. Our expert researcher Jeff Austin, who usually replies to these questions, will give a presentation on Sunday 16 May at 2pm in the Exhibition Building at the Museum.

Bookings will be through <https://www.trybooking.com/BOAUC> There is no charge for members who can book through events@railheritagewa.org.au or phoning Philippa on 0417 961187. Visitors will pay normal admission fee. Please promote this through your own networks.

MUSEUM (Philippa Rogers)

Mini Model Railway Expo – Sunday 6 June 2021 10am to 4pm

We have had great interest and support from the modelling community.

There will be two general working bees prior to the event – one the day before (which is more about set up) from 10am to 4pm and the other the week before on Saturday 29 May from 1pm to ensure the museum is in good shape.

If you can help on Sunday 6 June eg ticket sales, site monitors, etc please contact Philippa on 0417 961187.



Mini MODEL RAILWAY Expo

10am to 4pm Sunday 6 June 2021

Railway Museum, 136 Railway Parade, Bassendean

Fun for the whole family!

- Model railway layouts in action – different sizes and gauges
- See dioramas and talk to modellers about their activities.
- **U-drive** and puzzle layouts by AMRA for children of all ages
- **Ride-on** miniature trains from Northern Districts Model Engineering Society
(Gold coin donation per ride and enclosed footwear required for the rides)
- Great display built with **LEGO** by the WA Brick Society
- Go 'Behind the scenes' at the WA Model Railway Club



All the usual great trains and exhibits to explore!
Well-stocked book shop and lots of 'pre-loved' books.
Sausage sizzle and refreshments.

'Thomas' will be there

To keep COVID SAFE please book online
(only limited tickets at the door) at

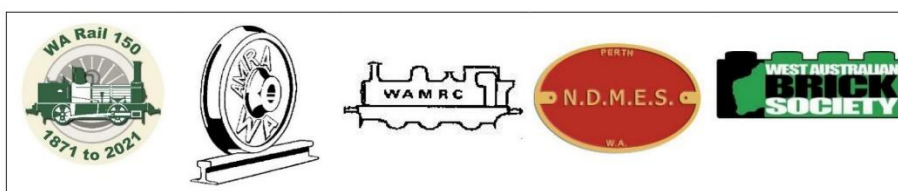
<https://www.trybooking.com/BQPNX>

Just the normal museum entry fee applies -
(\$5 children 4 and over, \$8 concessions, \$10 adults)

www.railheritagewa.org.au

www.facebook.com/railheritagewa

Tel. 08 9279 7189



RAIL HERITAGE WA Founders and operators of The Railway Museum

ANNUAL GENERAL MEETING and COMMITTEE NOMINATIONS

Our 2021 AGM will be held on Saturday 12 June at 2pm in the Entry Building at the Railway Museum. Fingers crossed we are back to 'normal' this year.

Nominations are therefore called to fill positions on RHWA's Management Committee. President, Vice-President, Secretary and Treasurer's positions along with some committee positions all require to be filled. Our Treasurer has indicated that she will not be able to continue and hence will not be re-nominating.

Committee members must have email and preferably a mobile phone. As per our constitution we are able to use technology, such as MS Teams, to enable people who may be away for work, or unable to attend in person for some reason on a meeting night, to participate fully. Of course, face to face is best but committee can employ technology to enable us to have the best possible management team involved. Please consider – nominations forms included with this newsletter.

Nominations must be in the hands of the Secretary no later than **Friday 21 May**.

MEMBERSHIP

Thank you to those who have promptly paid their membership subs for the coming year.

You received a short survey with the last newsletter. There are two pages to the survey – one asks a couple of simple questions to assist with the redevelopment of the Exhibition Building and the other about membership in general. Please return it to admin@railheritagewa.org.au or with your membership or hand it in at the museum.

WA RAIL 150 Activities (Philippa Rogers)



Museum Guided Tours

We attracted some extra visitors to the Museum for the first tour 'Made in Midland'. The competition with 35 screaming children on the platform has made us realise that on such days we should have birthday parties relocated to the dining car. Research is being undertaken into the acquisition of a suitable tour guide audio that can be used on such occasions.

Coming up: 20 June *Diesel locomotive development* by Simon Barber

Don't forget to mark Saturday 21st (Wonnerup) and Sunday 22 August (Boyanup) in your calendars. We hope you see as many members as possible there.

FROM JEFF AUSTIN – LOCOMOTIVE HISTORY

V 1215 at Collie Visitor Centre

In the early 1970s a large number of withdrawn steam locomotives were stored at Collie. While most were taken away for preservation or cutting up, a couple remained. This is the history of one that remained - 'V 1215'.

V1215 was built by Robert Stephenson & Hawthorns Ltd., Darlington, England. (Makers No.7784/1955). Cost £55,019. The V class were designed by Beyer Peacock Ltd. in Manchester but their construction was sub-contracted to RS&H Ltd. As RS&H Ltd were quite busy in 1955, they had 10 V class boilers built by Vulcan Foundry at their works in Newton-le-Willows, Lancashire - including boiler No.1212 for locomotive V 1215. The boiler was then returned to Darlington and the locomotive steam tested at the works on 28 September, before stripping down for shipment to WA. At the time, RS & H Ltd. and Vulcan Foundry were becoming part of English Electric.

'1215' arrived at Fremantle on the ship, *SOUTH AFRICA STAR* on 8 December 1955. The locomotive was in a stripped down condition and was transported to Midland Workshops for assembly and trials. It was painted in Brunswick Green livery and entered service on 13 February 1956. After a brief period of 'running in' and adjustments, '1215' was based at Midland Junction depot. At the time, this depot had an allocation of about 40 steam locomotives. '1215' worked Fast Goods trains to Northam and Merredin.

All minor servicing and repairs was undertaken at Midland Junction, while major repairs were carried out at East Perth and Midland Workshops. During May-June 1956, '1215' was taken into Midland Workshops for bogie side control modifications. On 12 June, it was transferred to Collie depot for flange testing on the Brunswick Junction-Collie section. As a result of these trials, on 15 June, V class locomotives were banned from this section due to rough treatment of the track (After strengthening the formation and ballasting, V class returned to this section from 11 February 1957). '1215' was transferred to East Perth depot, working Fast Goods to Bunbury and Northam.



*V 1215 at East
Perth, 30
September 1967*

*(P. Hopper,
P11722)*

After its first general overhaul at Midland Workshops, ex works 10 November 1959, '1215' returned to Collie, as well as the usual Fast Goods trains from Perth-Bunbury.

1962 was an 'annus horribilis' for two preserved V class locomotives – V 1215 and V 1220. On 23 May 1962, '1215' collided with FS 456 at Midland Junction. This required collision and 'B' inspection repairs at Midland Junction, but worse was to come! On 8 July 1962, a locomotive being moved by a cleaner at Northam, ran away and collided with a line of locomotives, severely damaging 3 locomotives – PM 708, V 1215 and V 1220. '1215' received front end damage and was run at slow speed to Midland Workshops as an 0-8-2! The underframe repairs to the tender of V 1220 at the rail museum, Bassendean are evidence of the severity of this collision. A few months later, '1220' was again damaged in the head-on collision of two goods trains at Popanyinning.

'1215' went into the workshops for collision and general overhaul repairs, re-emerging on 14 September. It had travelled 146,141 miles (235,000km) since new.

In August 1960, the bridges on the GSR had been strengthened and this permitted V class to work from Spencers Brook-Narrogin, and to Albany by the end of 1962. From around this time, all 24 V class were based at East Perth depot and this permitted them to be 'pooled' all the way to Albany.

The WAGR commenced the 'pooling' of locomotives on 4 July 1964 between Northam and Kalgoorlie. This was logical utilization of the new EC and E class locomotives, which instead of working only to Southern Cross before returning to their home depot, could continue on to Kalgoorlie. This permitted the same tonnage to be hauled but with 15% less locomotives and 20% less coal use.



V 1215 hauling a goods train at Maylands in 1968. (J. Joyce, P17526)

While many V class were at depots working within their districts, e.g. Collie-Brunswick Junction and Bunbury, others could be found anywhere on the loop from Albany-East Perth-Bunbury. This routine was to be the norm for '1215' throughout the 1960s.



*V 1215 hauling
No.24 Goods at
West Toodyay in
1968*

*(J. Joyce,
P17517)*

With the pending closure of East Perth depot, '1215' and 21 other V class were transferred to Bunbury by August 1968. The 'pooling' to East Perth and Albany continued but most servicing was undertaken at Bunbury and Midland Workshops. '1215' received its last general overhaul and fitting of boiler No.1225; ex Midland Workshops on 16 July 1969.

By 1970 the dieselization of the GSR was only months away and '1215' last visited Albany on 5 January 1970, when it hauled No.10 Fast Goods to Narrogin. On 4 September 1970 it teamed up with V 1203 to haul the ARHS (NSW Div) RESO train from Brunswick Junction-Collie. By then the operations of V class were confined to the Midland-Bunbury and Collie lines. Early in 1971 V class began working regularly to Narrogin and Wagin from Collie and '1215' likely worked some of these trains.



V 1215 departing Midland depot for the last time, 28 May 1971 (WAGR, P07597)

The moment of history for '1215' came on 28 May 1971 when it hauled the last steam-hauled goods train, No.35 Goods from Perth-Bunbury. '1215' was written off on 17 June 1971 but remained in service at Bunbury. The WAGR was proposed to be fully dieselized from 26 July 1971 and '1215' was withdrawn and permanently stowed at Bunbury on 21 July. It was shortly after towed to Collie and stowed in the yard (Later it was moved into the roundhouse). No final mileage was recorded but it would have been about 375,000 miles (604,000km). '1215' was one of ten V class locomotives reserved by the Civil Defence Planning Committee for emergency purposes. This scheme was abandoned on 30 May 1972 and these locomotives were then submitted for disposal.

The Collie Tourist Bureau proposed a display of locomotives and so acquired V 1215. After some years of storage in the roundhouse it was moved to the Collie Visitor Centre in August 1976. It shares this site today with locomotives 'POLLY', FS 452 and W 943 (displayed as W 948).

During the routine overhauls at Midland Workshops, boilers, parts and tenders were interchanged with other V class. The current boiler on V 1215, No.1225 was fitted at the last general overhaul in 1969 and was originally delivered as a spare boiler from the builder. The tender is original to V 1215.



V1215_271220 : V 1215 displayed at the Collie Visitor Centre, 27 December 2020 (J. Austin)

2021 Meeting entertainment

10 April – an informative and interesting talk by Jeff Austin topic of Turntables was very much appreciated by all present.

8 May – Entertainment Meeting (2pm) Mr Owen Thomas, Executive Director Infrastructure and Land Planning **Metronet**. Mr Thomas will speak on '**Development of Metronet to cater for Perth and its growth**'.

Visitors welcome so why not bring someone else along?

12 June **ANNUAL GENERAL MEETING, 2pm** in Entry Building at the Railway Museum, 136 Railway Parade, Bassendean. Members are encouraged to attend.

10 July Entertainment meeting '**The operation of the Claremont Signal Cabin during Royal Show Week during the early 1960s**' by Shane Burke

14 August: Wes Olsen will speak on '*My Railway Experiences*'

11 September: General Meeting - Allan Tilley will speak on : *Western Mining's Koolanooka- Geraldton iron ore operation - Australia's First Iron Ore Export Project.*

CONFERENCE ON RAILWAY ENGINEERING (CORE) and RHWA

This bi-annual rail conference has become the premier railway conference in the Southern Hemisphere and was postponed last year due to COVID. It is held every 2 years, in a capital city on a rotation basis, and 2020 was planned for Perth. As RHWA had planned to support the conference last year it is planned to do so this year.

RHWA support will be with the Technical Tour proposed for the beginning of the conference. This is Monday 21 June, 2021. The Technical Tour is focused around Forrestfield line and Bayswater Junction and is planned to have lunch at the Rail Museum. Additional equipment displays on the UGL siding and PTA siding will be a mini equipment display. The lunch will be catered.

RHWA roles will include access control throughout the day, some assistance to the caterers (set up tables, tidy up) and guides for the delegates who want to see the museum. We want to promote our museum and to meet the current local rail operators to build relationships.

Can you please consider what time and help you will be willing to give for this day?

All queries to the President, Secretary or Bruce Keay (author of this article).

SOUTH WEST RAIL AND HERITAGE CENTRE (Philippa Rogers)

The April Open Day had slightly fewer numbers than previously – as did the local markets, so it seems that the change to the third Sunday of the month because of Anzac Day may have affected both.

The two Open Days which Rail Heritage WA is responsible for running in 2021 are Sunday 22 August and 24 October – so make sure they are in your calendar. We expect 22 August will be the bigger event as that is the WA Rail 150 weekend.

RESTORATION AND MAINTENANCE

(P Rogers)



Our midweek crew continue to do a great job with JV 33, ex Midland Railway Company sleeping car. It has had its first coat of 50/50 paint ie it won't be this colour.

Over Easter Alasdair Kenyon, assisted by wife Anna, completed the interior repaint of the mobile museum, ZJ 270.

The display was reinstalled and continues to be of interest to SWRHC visitors.



FD 14280 has a poor roof and so Ian covered it with a tarp, which was painted to ensure its long life.

Also at Boyanup Garry, helped by Ian and Mick, continues with the finishing touches to ACM 391 with toilet compartment doors looking very good indeed and the coupling reinstalled. Damaged floor coverings will be replaced as required to finalise the compartments.

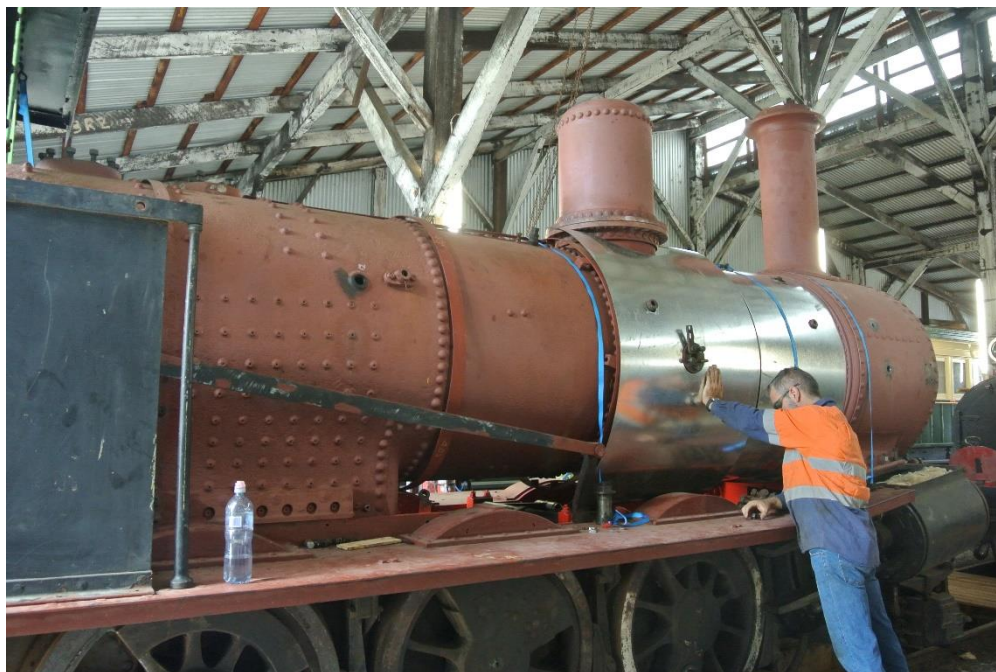


Z 15 received some urgent attention prior to winter when large areas of bare timber were undercoated and top coated in Indian Red. Some timber repairs are also required.

In the past month, the 1898 Dubs-built loco, G 233 'Leschenault Lady' has received considerable attention.

Due to their condition new boiler cladding was provided by Piavanini Welding of Collie. We thank them for their support of this project.

It was then necessary to install all the fittings, such as washout plug surrounds, to the new cladding.



John, Braydon, Noah and Ian spent four days over Easter fitting the new cladding, removing paint from some wheels – and were very grateful for the assistance of Alex and Kirk to complete this task.



The regulator's new port face was created with assistance from a friend of Bruce Keay and then Johnno lapped in the regulator value to the port face. Only then was it ready to be re-installed on G233.



Another big effort resulted in hours of work on the cab sides to ensure they were ready for painting. Then along with the cladding they were painted with primer. Once dry, some pipework has been refitted.

STEAM TO DIESEL– AND BACK TO STEAM (John Menegon)

In a recent issue of the newsletter, former steam driver Max Francis recalled the Wheatbelt special he helped crew for HVTR in 1994. In those days, steam crews were available from the diesel-working ranks of WAGR, although the numbers were already approaching "endangered" status in terms of numbers. As a former fireman, I crewed separate excursions with a number of former steam drivers around that time: Brian Sims, Ron Churcher, Stuart ("Stewie") Knight, Jack Pinker (deceased), and Max Francis.

From Northam Heritage Forum

When the last of Western Australia's steam locomotives was pensioned off in the early 1970s, the drivers and firemen who re-trained for conversion to "dieselization" believed their former skills would become a thing of the past. Not so!

Many of the steam engines went to scrap; some were recycled by small operators on local timberlines or went interstate. Some found a place as civic monuments recalling the history of proud railway towns like Northam, Merredin, Coolgardie and Esperance.

But a handful became the property of heritage groups to be cherished by railway enthusiasts ... carefully repaired, lovingly restored, elegantly refurbished, with some returned to their former glory hauling heritage trains on special excursions. Of course, the former drivers and firemen were back in demand!

By the 1990s, W.A. had long passed the 'age of steam'. The popular special steam locomotive excursions required permission to travel on commercial railway lines, and qualified drivers and firemen had to be on the footplate.

Among the large population of Western Australian Government Railways/Westrail locomotive staff, there was still a small group with steam skills. So, when Hotham Valley Tourist Railway (HVTR), planned to venture beyond their own tracks, they were able to seek the assistance of these drivers and firemen.

Today, the members of this elite group are retired; they still have their memorabilia and are happy to recall memories of their occasional return to steam when the HVTR called. One is John Menegon, a volunteer guide at Old Northam Railway Station Museum, a fireman on steam who graduated to diesel locomotives, driving for more than 24 years. He recalls three notable experiences with HVTR specials: in 1992 he and driver Stewart ("Stewie") Knight worked a special for the Northam Show; again in 1992, he and driver Ron Churcher worked a special from Beverley to Narrogin; and in 1994, he and driver Max Francis were one of the crews for HVTR's Wheatbelt excursion.



Driver John Menegon, assuming the role of fireman, with Pm 706 at Beverley in 1992. The other official driver – assuming the role of steam driver – was Ron Churcher. Both are retired.

At the time, Stewie, Ron, Max and John were based at Avon Yard, working a range of diesel locomotives across the vast rail network of the Central Wheatbelt. Their routes linked hundreds of destinations, hauling the wide variety of freight vital for a flourishing agricultural region. However, their association went back a long way ... to before dieselization, when they covered the same sprawling network the hard way – on the footplate of roaring, lurching steam locomotives struggling with their loads and exposed to the elements in every extreme of weather. When HVTR wanted to make a visit, it was men like these who knew the road. The HVTR locomotive of choice for "specials" was Pm 706.



John Menegon
with Pm 706 at
Beverley in 1992.

Beverley special excursion, Monday 7 September 1992: John travelled with Ron by car to Beverley. When they arrived, John recalls finding himself in a strange but familiar situation. Pm 706 was to run tender-first because the consist had come from Narrogin, and there was no turntable at Beverley. So, the locomotive 'ran around' in order to take the consist of local event visitors back to Narrogin, and towns along the way.

The boys stepped aboard – and took a step back in time. John claims he hadn't 'swung the banjo' for at least ten years. "But when I picked up that shovel, it was just like old times," he said. For Ron, things were a little easier ... different controls, and a different view of the 'road' but all the same responsibilities. So off they went with a train full of tourists to go back to Narrogin.

Northam Show excursion, Saturday 12 September 1992: Five days later, John joined up with Stewie at Avon Yard to work a section of the run by HVTR for the Northam Show special. Visitors from Perth were delivered to East Northam, opposite the Showgrounds, where hundreds disembarked for a day at a country show. The train was parked up for the day at East Northam and collected the travellers late in the day for the return to Perth. John and Stewie did the local running.

Wheatbelt Excursion, June, 1994: John joined Max Francis at Avon Yard to relieve a crew which had brought the HVTR "special" from Midland. The locomotive was again Pm 706. Their run was to Wyalkatchem, one leg of a heritage excursion through the Wheatbelt.

Pm 706 was hauling a water tanker, a coal bogie wagon, and six passenger carriages filled with touring guests keen to experience a three-day visit to the Wheatbelt. "Our first stop was Goomalling" John said, "for passengers to have a station break at a local market. Next stop was Dowerin where the locomotive was serviced – coal from big bags carried in an open bogie wagon; water supplied from a nearby hydrant." Before setting off for Wyalkatchem, the crew had a refreshment 'crib'.

Later, when Wylie was reached ahead of time, John remembers a passenger remarking on the speed of the train, and Max explaining that the speedometer on Pm 706 was in miles per hour, not kilometers! The pair had completed their shift, so the train set out with a changeover crew for the night run to Merredin. This line is no longer in use. The next day the train journeyed from Merredin to Narrogin, before completing the final passenger leg back to Midland on Monday 6 June.

NEWS FROM AROUND THE STATE (Simon Barber)\

WATCO AUSTRALIA

The Watco standard gauge fleet available for use in Western Australia currently consists of the following locomotives.

- G511, HL203, FL220 (Watco owned)
- GML10 (Qube owned)
- GL102, 103, 104, 106, 107, ^109, 110, 111; CM3307; VL361 (Rail First Asset Management leased) (Note – ^GL109 sustained fire damage, replaced by GL111).

Watco took over the BHP Nickel West rail haulage contract from Aurizon on 31 March, Watco itself being the appointed rail operator by Qube. This required the operation of bulk nickel concentrate trains between Leonora, Hampton and Redmine, and the haulage of sulfuric acid from Hampton to Kwinana, and containers from Hampton to Forrestfield. Containers are also being conveyed between Hampton and Forrestfield. Aurizon retains operations on the Leonora branch with the running of the Minara Resources service to Malcolm, and the cartage of rare earths from Leonora.



FL220, HL203 and VL361 work a Watco freight service through Swan View on 16 April. (Simon Barber)

JOURNEY BEYOND

The *Indian Pacific* services worked into and out of the Perth Freight Terminal at Kewdale on the weekend of 26 - 27 March. East Perth Terminal was not able to be accessed at this time because of track work at Bayswater, with the new junction point work connection being inserted on the down main, linking the Forrestfield – Airport railway to the Midland main line. Passengers were provided with coach or taxi travel between East Perth Terminal and Kewdale. This saw the rare workings of loaded passenger services through the eastern leg of the Woodbridge Junction triangle. Suburban services were replaced by buses over the weekend, while *Prospector* services were run from Midland.

TROPICAL CYCLONE SEROJA

The passage of Cyclone Seroja over the Mid-West and Central Wheatbelt areas of the state caused a lot of structural damage to the inhabited regions where it passed. Crossing the coast near Kalbarri on the evening of 11 April, it took a south-westerly path over the state, finishing as a tropical low pressure in the Southern Ocean.

Rail infrastructure and operations were greatly affected by this severe weather system. A lot of damaged was sustained by Arc Infrastructure facilities in the Mid-West region such as signals and level crossing signs. Rail operations out of Narngulu were suspended due to the need to effect repairs and inspect possible track damage. Further to the south, operations on the much of the Arc network north of the standard gauge railway, as well as the Perth - Kalgoorlie line itself, were suspended while the cyclone made its way south. Damage to

CBH facilities at Mullewa and Mingenew saw the loss of around 170,000 tonnes of grain, which will cut into the rail haulage task.

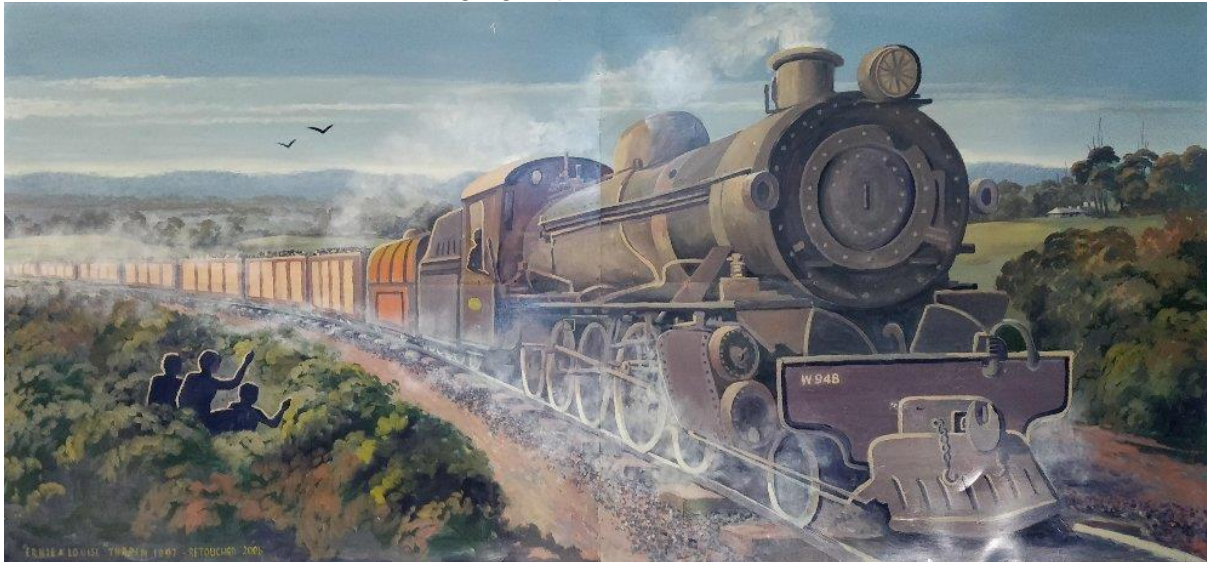
The cyclone also caused extensive damage to the wooden One Mile Jetty at Carnarvon, ripping the structure apart. The jetty once hosted a rail service to provide transport from shipping to the town, and in later years had a tourist service using a rail mounted vehicle.



**FROM
NORTHAMPTON
MEN'S SHED**
showing cyclone
damage to old station
building and
surrounds,
Northampton (night
of 11 April 2021)

FROM COLLIE RAIL HERITAGE GROUP

We have had a visit of two officers from the Office of the National Rail Safety Regulator to check on progress and advise our group on what we need to conform with our application as a rail transport operator. The ONRSR were helpful and provided a lot of clarification on what we need to do as a small rail heritage group.



We are also experiencing a lot of visitors to Collie, particularly those who follow the various Trails. One is the Collie Murals Trail and we have two large murals within our Goods Shed and we have visitors coming through the sheds looking at these murals. We're number 28 on this map <https://www.colliemuraltrail.com/map> and have two railway related murals painted by Ernie and Louise Turpin in 1997 and retouched by them in 2006.

ARCHIVES - requests for April 2021 (G Watson)

The following requests for information have been received from the general public and have been answered by Jeff Austin.

No.	Subject	Purpose
33	The Great Train Robbery- the 1919 epidemic	Research project UNSW
34	Narrogin station yard drawings	Modelling
35	Kewdale open day 1969	Self
36	Clackline-Toodyay railway	Heritage assessment
37	Nungarin station yard drawings	Local history
38	Spinnaker Steamer trains 1986-87	Family history
39	Merredin station footbridge	Local history

50 Years Ago This Month

This month's photos from the Rail Heritage WA collection show scenes, because of the passage of time, will never be seen again.



The signal box and the station buildings at Subiaco by David Beazley. The signal box is now located on the Bennett Brook Railway at Whiteman's Park P03268

A green WAGR diesel loco, D 1562, heading a goods train up the Leederville bank by David Beazley. P06458





W class 947 at the Midland Loco depot by David Beazley. W 947 is now in HVR ownership. P06459

An overall view of the goods yard at Fremantle by an unknown photographer. T00715



A smoke billowing Xb class heads another X type loco up the bank through Mount Lawley. Photographer unknown. T01249:



A V class waiting to pass another V class hauling an empty coal train at Beela by Edwin Woodland. T01823

MUSEUM ROSTERS

From Brian Williams: I know I am starting to sound like an ever-playing record, but I am again calling on the membership to consider involving themselves in the operation of the Entrance Building and Museum grounds on Sundays and Wednesdays. The more members that can assist in this area the fewer times people need to be on duty. Once again contact me at president@railheritagewa.org.au.

One consideration for you may be that there are four occasions during the year where we have 5 Sundays in the month and so need an extra set of people to be on roster. Would you be able to volunteer just to cover these four Sundays over a year?

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
5 May	A de Smalen	S Rayner	C Perry	A de Smalen
12 May	A de Smalen	G Bradley	C Perry	A de Smalen
19 May	A de Smalen	S Rayner	C Perry	A de Smalen
26 May	A de Smalen	G Bradley	C Perry	A de Smalen
2 June	A de Smalen	S Rayner	C Perry	A de Smalen
9 June	A de Smalen	G Bradley	C Perry	A de Smalen
16 June	A de Smalen	S Rayner	C Perry	A de Smalen
23 June	A de Smalen	G Bradley	C Perry	A de Smalen
30 June	A de Smalen	S Rayner	C Perry	A de Smalen
7 July	A de Smalen	G Bradley	C Perry	A de Smalen **

**** School Holidays – Museum opens 11.00am**

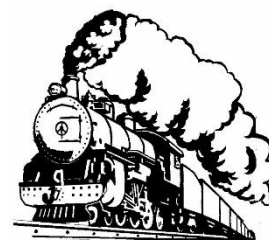
DATE	TICKETS/SALES		SITE SUPERVISOR	DUTY SUPERVISOR
SUNDAYS	Museum open 1.00pm – 5.00pm			
2 May	K Freind	B Horton	G Watson/M Gillooly	B Horton
9 May	A de Smalen	B Williams	C Forsey	A de Smalen
16 May	Vol reqd	B Williams	B Horton	Vol reqd
23 May	K Ayerst	B Keay	D Raine	K Ayerst
30 May	L McBeath	M Miles	G Higham	G Higham
6 June	Mini Model Railway Expo -special roster			
13 June	A de Smalen	B Williams	C Forsey	A de Smalen
20 June	Vol reqd	B Keay	D Raine	Vol reqd
27 June	L McBeath	M Miles	G Higham	G Higham



RAIL HERITAGE WA

Members Newsletter

June 2021



FOR YOUR CALENDAR

Sat 5 June	Museum Workdays – preparation for Model Expo
Sun 6 June	Mini Model Railway Expo – 10am to 4pm Railway Museum
Sat 12 June	2pm Annual General Meeting , Railway Museum Please endeavour to attend and enjoy afternoon tea too.
Sun 20 June	Guided talk 2pm <i>Diesel locomotive development</i> by Simon Barber
Mon 21 June	CORE Technical Tour at Railway Museum
Sat 10 July	Entertainment meeting 'The operation of the Claremont Signal Cabin during Royal Show Week during the early 1960s' by Shane Burke
Sun 18 July	Guided talk 2pm 'Food on Rail' by Brian Williams
Sat 21 August	150th Anniversary of Railways in WA – see invitation

FROM THE PRESIDENT (Brian Williams)

Another month has passed us by and we are now approaching the Annual General Meeting to be held on Saturday 12th June 2021. Following on from the successful talk by Metronet's Owen Thomas the Committee has decided to hold the meeting in the Exhibition Building which will allow extra space to cater for the COVID-19 spacing requirements and the comfort of members.

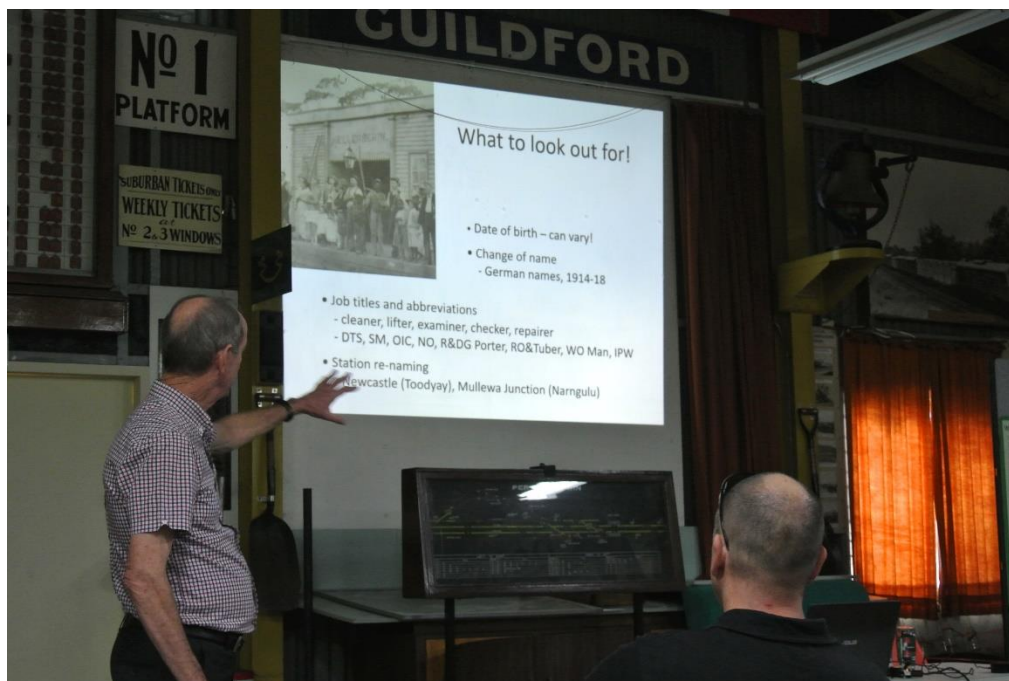
I wish to extend my thanks to Philippa Rogers for her excellent planning skills in the organising of the Volunteer Day held on Saturday 22nd May at Bennett Brook Railway, Whiteman Park. Thanks also to Bob Baker, Ross Parker, Simon Mead and others at BBR for an enjoyable train ride around the loop and eventually to Mussel Pool where Ross conducted a tour of the Workshops.

I am again seeking the assistance of members to cover the position of Site Supervisor at the Museum on Wednesday afternoons between 1pm and 4pm. Curtis Perry who performed this task for some time has now obtained full time employment and I thank him for his assistance over the past couple of years, or longer.

While in the thanking mood I extend my thanks to members Ian Studham, John Wearmouth, Braeden Hesford, Dominic Bennett, Noah Greenfield for their continued efforts in the restoration work on G233 'Leschanault Lady' at Boyanup and Philippa for her efforts. Kerry Ayerst, the Treasurer for the last couple of years, is not seeking re-election this year and I wish to acknowledge and thank her for efforts in updating the Society's Financial Documentation and procedures.

EVENT HAPPENINGS (Philippa Rogers)

On Sun 16 May Jeff Austin presented his talk on **Researching your WA Railway Family** to a small but very appreciative audience. The extent and breadth of Jeff's knowledge and dedication as our Research Officer was evident. There were some follow up enquiries to Jeff and myself. Lovely to get an email back that said: 'made my day'.



On Saturday 22 May thanks to a grant from Lotterywest through Volunteering we were able to celebrate National Volunteer Week with a **Volunteer Outing to Bennett Brook Railway**. Not only did BBR members give us a great time and it was good to see what they have been working on, but the rainy weather held off so we could enjoy a nice lunch as well.



At our Entertainment meeting on 8 May a large group of members and friends were treated to an informative and fascinating insight into the '**Development of Metronet to cater for Perth and its growth**'. It was great to hear someone as passionate about his work as Mr Owen Thomas, Executive Director Infrastructure and Land Planning, Metronet and realise how much long-term planning is now part of these new developments.

MUSEUM (Philippa Rogers)

Mini Model Railway Expo – Sunday 6 June 2021 10am to 4pm

We have had great interest and support from the modelling community and more.

There will be a general working bee the day before the event – which is more about set up. This will be from 10am to 4pm. If you have a couple of hours to spare, that would be very helpful.



Mini MODEL RAILWAY Expo

10am to 4pm Sunday 6 June 2021

Railway Museum, 136 Railway Parade, Bassendean

Fun for the whole family!

- Model railway layouts in action – different sizes and gauges
- See dioramas and talk to modellers about their activities.
- **U-drive** and puzzle layouts by AMRA for children of all ages
- **Ride-on** miniature trains from Northern Districts Model Engineering Society
(Gold coin donation per ride and enclosed footwear required for the rides)
- Great display built with **LEGO** by the WA Brick Society
- Go 'Behind the scenes' at the WA Model Railway Club



All the usual great trains and exhibits to explore!

Well-stocked book shop and lots of 'pre-loved' books.

Sausage sizzle and refreshments.

'Thomas' will be there

To keep COVID SAFE please book online
(only limited tickets at the door) at

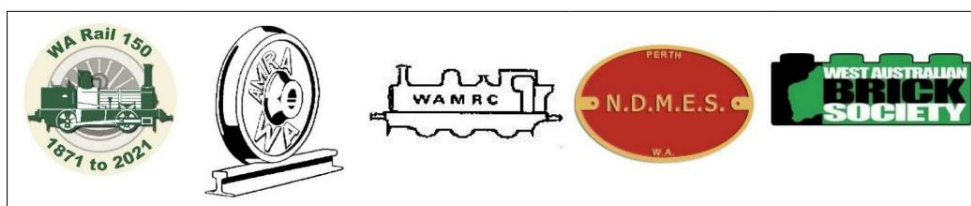
<https://www.trybooking.com/BQPNX>

Just the normal museum entry fee applies -
(\$5 children 4 and over, \$8 concessions, \$10 adults)

www.railheritagewa.org.au

www.facebook.com/railheritagewa

Tel. 08 9279 7189



RAIL HERITAGE WA Founders and operators of The Railway Museum

ANNUAL GENERAL MEETING and COMMITTEE NOMINATIONS

Our 2021 AGM will be held on Saturday 12 June at 2pm in the Exhibition Building at the Railway Museum.

The following nominations for Management Committee have been received:

President: Brian Williams
Philipppa Rogers
Vice-President: Dominic Bennett
Secretary: Ian Studham
Treasurer: Alan Uhe
Management Committee: Graeme Bradley, Jeff Steadman

MEMBERSHIP

Thank you to those who have promptly paid their membership subs for the coming year.

New RHWA jackets are being ordered – check out the details elsewhere in this newsletter!

CONFERENCE ON RAILWAY ENGINEERING (CORE) (Bruce Keay)

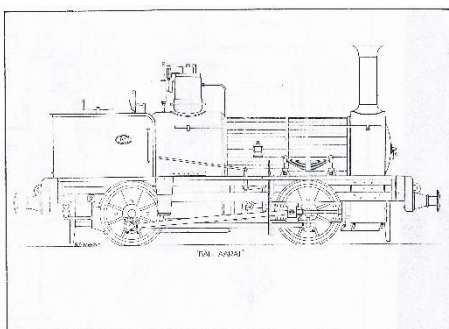
We have now received more details for this bi-annual rail conference. RHWA are supporting the conference through the use of our museum facilities for the lunch period between technical tours on Monday 21 June.

The tour programme for delegates is quite extensive, Denny Ave, RTOI Operations Centre, Claremont station, John Holland Plant Site, Forrestfield Airport, Airport Station and Bayswater Junction. Most tours offer a midday break at our Museum where a lunch will be catered. Final details probably won't be available until close to the day for numbers but we will be opening the Museum from 10:00am to 3:00pm. We may need some access control earlier and later than those times.

RHWA needs to build contacts with these rail companies so need several people to guide delegates around the museum and staff for our entry desk. Delegate entry will be prepaid but we need to keep track of numbers and we should be able to sell some publications.

I will explain what the conference programme is at the AGM and ask for your support for the day, even if you can only help morning or afternoon. Please let Brian Williams or Bruce Keay know if you can help.

OF INTEREST



Graham Watson and Trent Stanley have both noted the following interesting video and recommend it to members to view. It is the history of "Ballaarat" and includes a comparison with the Tallylyn locomotive "Dolgoch" which was built in 1866 by Fletcher, Jennings & Co.

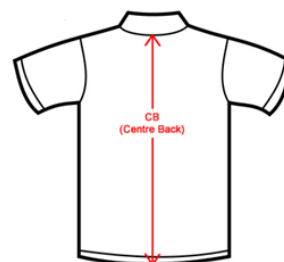
The link is here: https://youtu.be/F6TIs_xL2wk



Rail Heritage WA Jacket

- with embroidered logo

A navy adults' water resistant softshell jacket
Breathable comfort, warmth & style for all



Details

- 100% polyester mechanic stretch fabric bonded with microfleece
- 3 layer Softshell fabric 245gsm
- Waterproof rating 10,000mm and breathability rating 800mm
- Front slant pockets with reversed opening for better water repellency
- Adjustable sleeve opening
- Slim fit

Sizing (chest 1/2 measure)

ADULTS	S	M	L	XL	2XL	3XL	4XL	5XL
_(1/2)	56	58.5	61	63.5	66	68.5	71.5	74.5
<u>Centre</u> back length	72	74	76	78	80	82	83	84

LADIES	6	8	10	12	14	16	18	20	22	24
<u>BUST</u> (1/2)	47.5	49.5	51.5	53.5	56	58.5	61	63.5	66	68.5
<u>Centre</u> back length	62	64	66	68	70	72	74	76	78	80

Some sample sizes of jacket will be available at the museum from 5 June.

A very special deal for this jacket has been done through Jatu clothing for our members and volunteers. The jacket is by JB Wear – the same brand as our polo shirt.

COST: just \$40 includes logo

Name and contact phone:

Size:

Payment preferred through Direct Debit: ANZ BSB 016 255 Acc 1002 68979 and advise Philippa by email (or call 0417 961187) or through the kiosk at the Museum.

Send your order by 12 June to Philippa pmrogers@inet.net.au or bring it to the Museum eg at the AGM. You will need to pick up your jacket from the Museum from the end of June.

WA RAIL 150 Activities (Philippa Rogers)

You will find attached to this newsletter a formal invitation to the **official WA Rail 150 event at Wonerup House** on 21 August 2021. Numbers are limited but Rail Heritage WA members will be included – provided that you RSVP by 31 July!

There is an open invitation to all to attend the next day's activities at the South-West Rail and Heritage Centre in Boyanup when Leschenault Lady will return to steam.



Upcoming 2021 Meeting entertainment

10 July Entertainment meeting ***'The operation of the Claremont Signal Cabin during Royal Show Week during the early 1960s'*** by Shane Burke

14 August: Wes Olsen will speak on *'My Railway Experiences'*

11 September: General Meeting - Allan Tilley will speak on : *Western Mining's Koolanooka- Geraldton iron ore operation - Australia's First Iron Ore Export Project.*

Museum Guided Tours – all welcome (2pm)

20 June *Diesel locomotive development* by Simon Barber

18 July *Food on Rail* by Brian Williams

15 August *Rail in suburbs / 140th of Fremantle to Guildford* by Geoffrey Higham

19 Sept *General Museum Tour or WA Rail 150 - volunteers*

21 Nov *'Signalling'* by Chris French and Justin Smith

FROM JEFF AUSTIN – Paris World Exposition 1900

In 1900 the WAGR Workshops at Fremantle built three 4-wheel wagons and sent them for display at the Paris World Exposition. This is the story of wagons 4557-4559.

During the Victorian era there were a number of world and colonial exhibitions. These were generally in Europe, and vast events showcasing the cultures and products of countries from all over the world. Western Australia contributed to some of these events, principally as a colony of the British Empire, but in 1900 the various colonies of pre-Federation Australia, were invited to exhibit at the Paris World Exposition.

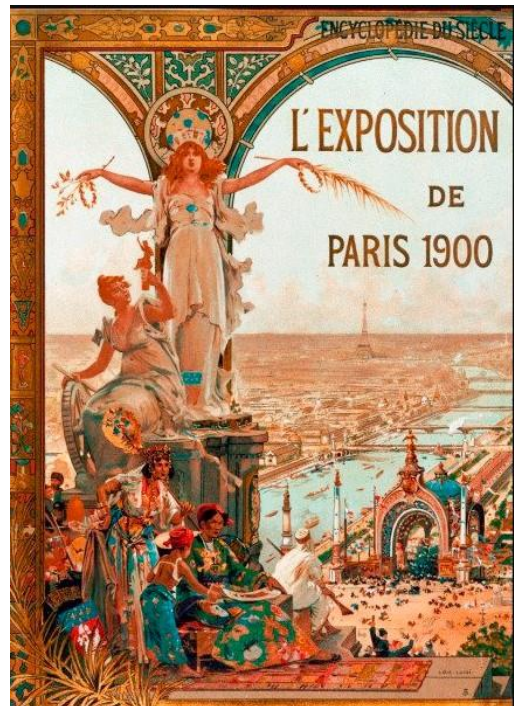
The organizers of the WA display arranged to send a variety of agricultural products, but they also wished to highlight the wealth of mining and timber resources within the colony.

To exhibit the WA timbers, 3 railway wagons were built from imported English ironwork at Fremantle Workshops using karri timber. They were –

Iw 4557 (later G 4557): 4-wheel, high sided wagon

Jw 4558 (later H 4558): 4-wheel, low-sided wagon

M 4559 (later I 4559): 4-wheel, timber wagon



At the Exposition, Western Australia shared a pavilion with Canada in the Palais de Trocadéro (seen in this image above), a magnificent building overlooking the Eiffel Tower.

The entrance to the WA display was quite imposing, with the trunks of a jarrah and karri tree framing the doorway. Inside was much like a district display at the Perth Royal Show, with much farming produce and natural resources. Prominent in the room was wagon, Iw 4557 which had the side doors open and contained a selection of wines from the Swan Valley. However, the room also housed a display which turned out to be a 'show-stopper'!

The WA organizers realized that the colony was only a 'minnow' in amongst the grand pavilions of the world superpowers, but they were nevertheless determined to make an impression. In 1900 WA had vast amounts of one commodity – GOLD! The government put together a display of minerals which featured a dazzling mountain of gold bullion and became a big attraction for the visitors to Paris.



Two H class wagons, H 1143
& H 3065 P08008

The other two wagons, Jw 4558 and M 4559 were displayed at the Bois de Vincennes on the outskirts of Paris. This was largely an agricultural and machinery exhibition but also featured railway rolling stock.

The Exposition opened on 14 April 1900 and closed on 5 November, by which time 48 million visitors had viewed the displays. The WA pavilion had been very successful and when the awards were handed out, it received one of the highest awards – Grand Prix for the minerals display. The railway wagons were awarded a bronze medal.

The display had been so successful, that it was then invited to the Glasgow International Exhibition in 1901. All the WA exhibits, including the gold and three wagons, were packed up and sent to Glasgow. That exhibition was opened by HRH Princess Louise, Duchess of Fife on 2 May 1901. Once again the gold bullion was a major draw card and by the time the event closed on 9 November, 11.5 million people had visited.



G class wagon, G 3695 P08863

This event was also very successful and attracted the attention of the forthcoming Colonial Exhibition, Royal Exchange in London. This time only the gold and some exhibits were sent, excluding the railway wagons. That exhibition opened on 10 March 1902, by which time the railway wagons and other exhibits had been sent back to WA. During their absence from WA, the WAGR had re-classified all passenger and goods rollingstock in September 1900. The wagons returned to WA, given their new classifications and issued to traffic in 1902.

Their subsequent history was –

G 4557 : high sided wagon; written off 31 May 1950

H 4558 : low-sided wagon; converted to 'shunters float' N 4558, 29 January 1955. Written off 6 February 1968

I 4559 : timber wagon; converted to 'flat wagon' N 4559, 23 February 1924. Written off 26 October 1971



I class shunters float with G 123 at Bunbury in January 1967 (P Hopper, P11245)

(Ed: In our collection we have I 277 built 1894 by Bristol Carriage and Wagon Co and H 1995 built 1896 by Oldbury Carriage and Wagon Co – both at Bassendean)

ARCHIVES (G Watson)

Requests For May 2021

No	Subject	Purpose
40	Coorow collision details, 1992	Family history
41	B. Armstrong, gold mines engine driver	Family history
42	Notham collision photos, 1961	Local history
43	Train travel in WA, 1952	Family history
44	Donnybrook station photo 1944	Local history
45	Dropper fence details	Local history
46	Greenhills, Chidlow employee housing photos	Family history
47	Donnybrook good shed scales	Local history
48	W. Gidney, WAGR employee record	Family history
49	R.N. Johnston photo, Works Manager, Midland	Family history
50	Yealering picnic trains	Local history
51	Wyalkatchem & Korrelocking SM's	Local history
52	H. Jennings, WAGR employee record	Family history
53	D. Ripp, WAGR employee record	Family history
54	A. Reeves, WAGR employee record	Family history
55	The Westland ticket price, 1952	Family history

50 years Ago this month – June 1971



Wonnerup monument after installation with ARHS President Noel Zeplin and Secretary Edwin Woodland. (P05813)

Premier John Tonkin unveiling the plaque on the monument to commemorate the Centenary of the first steam railway in Western Australia. In the background, behind the Premier is ARHS President Noel Zeplin.

(G Higham P10149)



RA 1908 heads the ARHS tour train for the Centenary of Railways in WA. Here it is at Bunbury.

(R Taylor P06648)





X 1030 'Mooroon' at Capel on the Centenary train to Wonnerup. (R Taylor P06649)



G 233 'Leschenault Lady' at Wonnerup on an ARHS tour train for the Centenary of Railways. (R Taylor P00650)

REPEAT BUSINESS – AYD BUFFET CAR (G Bradley)

Recently at the museum, a visitor arrived to make a booking for a child's birthday party during July this year. The lady (Sheila) had the museum booking form she had downloaded from our website and mentioned that the promotional photo on the form depicting a party group was from her son's 7th birthday during May 2006 (he is now a 22-year-old).

After Sheila was shown around our 2 coaches available for parties, she was still keen to select the buffet car and confirmed with a deposit.

This was an interesting coincidence in that the son's party photo is on our current booking form and that Sheila was making another booking for the same venue some 15 years later.

The Australind buffet cars initially AYD 550, now AYD 540, have certainly been a great venue for children's birthday parties.



NEWS FROM AROUND THE STATE (Simon Barber)

PTA / METRONET

Airport Line Delay

The commencement of services on the Forrestfield – Airport Link railway has been postponed to the first half of 2022. The reason given by officials has been delays to the provision of construction materials such as steel for the project, caused mainly by restrictions imposed by the Covid-19 pandemic. The delays are not expected to impact the cost of the project.

Metronet Funding Federal Budget

The 2021 Federal Budget delivered by the Morrison Liberal – National Party Coalition on 11 May has provided a funding boost for some key components of Metronet.

- Hamilton Street-Wharf Street grade separations and elevation of associated stations, including Queens Park Station and Cannington Station on the Armadale railway.
- An enhancement of the Byford Rail Extension project, with a new grade separated rail crossing at Armadale Road and an elevated station at Armadale.
- Funding towards the Metronet High Capacity Signalling project.

(Further information can be sourced from the Government of Western Australia website <https://www.mediastatements.wa.gov.au/>)

Lakelands Station

Concept designs have been released for the new Lakelands station, which will be located between Warnbro and Mandurah on the Southern Suburbs Railway. The station is expected to be opened during 2023. Lakelands will be the second station following Aubin Grove to be added to the Mandurah railway since its opening in 2007. Car parking capacity at Mandurah is also planned to be increased.

U201 (Locomotive)

The sole locomotive in the Transperth fleet, U201, has received a repaint into a primarily yellow colour scheme. PTA lettering and logos have replaced the Engenco / Coote Industrial emblems. The work was carried out in the PTA compound at Bellevue, and the locomotive ran light engine from there to Claisebrook on 21 April. This is the fourth colour scheme worn by the unit since being imported to Australia from the Philippines by South Spur Rail Services during 2007.



(Photo – Simon Barber)

WATCO AUSTRALIA

C508 has joined the fleet of locos leased by Watco from Rail First Asset management to service the BHP Nickel West contract. Two other C class units are also being overhauled prior to being worked across. Originally in service for Victorian Railways, the C class units are making their first intrusion into Western Australia since South Spur ran two trains on behalf of SCT during 2006. These two services used three and two C class units respectively.

FORTESCUE METALS GROUP

FMG has set up a test plant in Hazelmere and is evaluating future technology options for its mechanical equipment. SD90MAC-H2 locomotive 904 has been road hauled to Perth and will be first unit in the programme. This loco originally had a 265-H prime mover, which was replaced by FMG with a 16-710G3 engine. The company is looking at “green” technology for powering its loco fleet into the future, with 904 possibly to become a prototype or a test bed for the work.

CBH GROUP RAIL CONTRACT

The contract for the operation and logistical support of the CBH rail assets is due for renewal from 1 May 2022. CBH has invited a number of rail companies, including incumbent operator Watco, to make submissions for the contract which will run for a further ten years.

CBH wholly owns a rail fleet consisting of 28 locomotives and 574 wagons. The chosen operator provides crews for the services, handles the servicing requirements for the rolling stock and organises train pathing for movement of grain throughout the network. It is expected that the successful applicant will be announced in the second half of 2021, allowing time to make necessary preparations.

Aurizon has been involved in the movement of grain in the Geraldton zone since February, working in partnership with Watco. Two Aurizon sets have been operating, one with two P class units, and one with a single P class.

FROM COLLIE RAIL HERITAGE GROUP

We have Emeco Transport and cranes at either end at the ready to move AQA 343 from Bassendean to Collie as soon as access is arranged at the RHW end. The Collie group need something to restore and the AQA will be well received and restored to its former glory.

The first Heritage Skills training course in Australia with a pilot project involving local trades, TAFE and Collie Rail heritage at the Collie Railway Goods Shed is about to kick-off. Key stakeholders will be working with the Heritage Skills Association WA, to trial the Inter-generational Project Based Model, in starting to address the lack of Accredited Heritage Skills Training in WA. Stage 1 of the Pilot Project has the green light to go.

(Ed: AQA 343 will be on long-term loan to the Collie Rail Heritage Group from Rail Heritage WA)

OTHER SOUTH-WEST ACTIVITY

DONNYBROOK GOODS SHED PRECINCT

The redevelopment of the area surrounding and including the Goods Shed at Donnybrook will be officially launched on Saturday 19 June 2021.

We are lending the GHD wagon from Boyanup (currently bare timbers as arrived from DFES) to be used as an art project for the day as well as a rolling presentation on a screen featuring WA Rail 150 with particular emphasis on the south-west including Leschenault Lady. This will serve as a promotion for both the Railway Museum in Bassendean and the South-West Rail and Heritage Centre.

MOVEMENTS

On 27 May 2021 V 1213's tender was moved from Pemberton. Joe Foster photographed parked 'between' the South-West Rail and Heritage Centre and the Bull and Bush Tavern in Boyanup.



It was also reported on Facebook that SSM No.2 was moved from Pemberton to Jardee and the small ex-Bunning shunting loco was moved to Pinjarra.

SOUTH-WEST RAIL AND HERITAGE CENTRE (Philippa Rogers)

There was a rather wet day forecast for the May Open Day which was featured as part of the Capel Maker's Trail. Duties on the day were undertaken by the SW Model Railway Club and the featured 'makers' were the blacksmiths. Fortunately, the weather held for the morning and though it rained from around 12pm, people kept coming and over 130 people (as well as volunteers for the multiple groups) came along.

The blacksmiths put on a fine show and included two teenagers who are 'learning' the trade. Great to see this trade being passed onto another generation.

In the workshop, Gary Mick and Ian have replaced the floorcovering to virtually complete the wonderful restoration of ACM 391.



RESTORATION AND MAINTENANCE

(P Rogers)



Progress continues on G 233 and this photo shows clearly the before and after of an extensive cleaning of its wheels. But the task was more complicated and challenging as it required the removal of the connecting rods so that all parts of the wheel can be reached.

One side was relatively easy but the other side not so and highlighted a couple of other jobs that were needed.

Around the museum, Graeme B and Laurie are working on the cab of E30. Graeme V and Kevin are working on the end of JV 33 while Andy has been applying rust treatment to the BAS (Comm Rail ballast hopper) in preparation for a new coat of black paint.

John B and Les has been producing and painting frames for additional interpretation signs that will be created around the site.

John C has been doing the testing and tagging of our equipment. All extension leads that could be found have been checked. If you have some hidden away please make sure they are left for John to check as not all those tested were compliant!

AY 455

The society has four AYs in its collection, previously obtained with the intent of using on tour trains, so the decision has been made to dispose of one of these. AY 455 is at Boyanup and having lost its roof covering in a storm fourteen years ago, its condition has rapidly deteriorated. As such it was in the poorest condition of the four and a request made to the Government to allow us to sell it. This permission must be sought as part of the original donation conditions.

Permission was granted with the proviso that the money is to be placed into a government account. It can be released by the Minister for Transport if they are satisfied with the proposed use of the money.

Hotham Valley Railway has purchased the AY, with bogies, for a price that reflects its condition and has arranged to collect it from Boyanup on Wednesday 2 June.

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR	DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm	
2 June	A de Smalen	S Rayner	Vol Reqd A de Smalen
9 June	A de Smalen	G Bradley	Vol Reqd A de Smalen
16 June	A de Smalen	S Rayner	Vol Reqd A de Smalen
23 June	A de Smalen	G Bradley	Vol Reqd A de Smalen
30 June	A de Smalen	S Rayner	Vol Reqd A de Smalen
7 July	A de Smalen	G Bradley	Vol Reqd A de Smalen **
14 July	A de Smalen	S Rayner	Vol Reqd A de Smalen **
21 July	A de Smalen	G Bradley	Vol Reqd A de Smalen
28 July	A de Smalen	S Rayner	Vol Reqd A de Smalen

**** School Holidays – Museum opens 11.00am**

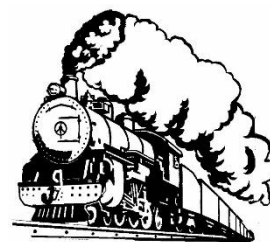
DATE	TICKETS/SALES		SITE SUPERVISOR	DUTY SUPERVISOR
SUNDAYS	Museum open 1.00pm – 5.00pm			
6 June	Mini Model Railway Expo -special roster			
13 June	A de Smalen	B Williams	C Forsey	A de Smalen
20 June	Vol reqd	B Keay	D Raine	Vol reqd
27 June	L McBeath	M Miles	G Higham	G Higham
4 July	K Freind	B Horton	C Forsey	B Horton
11 July	A de Smalen	B Williams	G Watson/ M Gillooly	A de Smalen
18 July	Vol reqd	M Miles	D Raine	Vol reqd
25 July	L McBeath	B Williams	G Higham	G Higham
1 August	K Freind	B Horton	G Watson/ M Gillooly	B Horton



RAIL HERITAGE WA

Members Newsletter

July 2021



FOR YOUR CALENDAR

Sat 10 July	Entertainment meeting <i>'The operation of the Claremont Signal Cabin during Royal Show Week during the early 1960s'</i> by Dr Shane Burke
Thurs 15 July	Museum Collection morning
Sun 18 July	Guided talk 2pm <i>'Food on Rail'</i> by Brian Williams
Sun 25 July	SWRHC Open Day 9am to 2pm, Turner St, Boyanup
Thurs 29 July	Museum Collection morning
Sat 14 August:	Entertainment meeting Wes Olsen <i>'My Railway Experiences'</i>
Sat 21 August	150th Anniversary of Railways in WA – please RSVP
Sun 22 August	<i>'Leschenault Lady'</i> Open Day at SWRHC, Boyanup 9am to 3pm

FROM THE PRESIDENT

I wish to thank Brian Williams for his commitment as President over the last thirteen years and for his dedication in staying on Management Committee to continue to the work of Rail Heritage WA. At the AGM our Treasurer for the past two and a half years, Kerry Ayerst, stood down from the position. She stepped in at short notice and learnt much about our organisation and thank you for your ongoing support. Our membership is fortunate to have people who give of their time to assist.

Our management committee for 2021/22 is:

President: Philippa Rogers
Vice-President: Dominic Bennett
Secretary: Ian Studham
Treasurer: Alan Uhe

Management Committee: Graeme Bradley, John Cole, Bernard Horton, Trevor Nunn, Trent Stanley, Jeff Steedman and Brian Williams.

In particular we welcome the new members to the committee.

MEMBERSHIP

Welcome to new members: Rowena Birch of Kelmscott, Jack Mastaglia of Munster, Tristan Case of Gosnells, Jack Posch of Northam. We hope you enjoy being members of Rail Heritage WA – and thank you to those who are already volunteering with us.

We note with sadness that Alan Bollans (President 1989-90) has passed away unexpectedly. Our sympathies are extended to his wife Pat, children Amanda, Ray and John and their partners as well as to his grandchildren and great-grandchildren. Our President and several members attended his funeral service on 15 June. We will miss your smile at RailFest. Rest in Peace.

EVENT HAPPENINGS (Philippa Rogers)

Thank you to Simon Barber for his special guided tour of Diesel Locomotive Development that was given and the wet, cold and windy Sunday that was 20 June.

Mini Model Railway Expo

What a great day this turned out to be with over 1000 visitors and a great selection of exhibitors as well as very little rain. Our sales were good – those toys and books for children flew out the door and the secondhand stall did a roaring trade. The WAMRC had to go out three times for more sausages for the sausage sizzle. A massive thank you to all who assisted beforehand to set things up, to those who helped on the day and those who helped in various other ways to make this day a success. AMRA WA reported that they were able to achieve their purpose to promote the hobby and their upcoming special days.

Comments on our facebook page included:

My 5-year-old came today with his dad. He has had the best day ever. Thank you so much. I had a great time, everybody was really nice.

And from Ryan of the WA Brick Society (Lego display) *'It was an awesome day, thanks for letting us be part of it.*

The following article and photos by Tom Winterbourn has been extracted from the Northern Districts Model Engineering Society

OUR society answered the call for a steam presence in emphatic fashion at the Bassendean Rail Museum Expo on Sunday, June 6. The museum has a great variety of WA main line steam locos, but none are in working order, so the call went out to NDMES to provide some "live steam".

We had a working steam loco providing rides for the public between two rows of historic locos and also about half a dozen miniature stationary steam engines in operation, with one of Jim Clark's creations providing its own lighting via a steam-driven generator.



Then there was a big static display of mostly garden railway gauge 1 locos and rolling stock, but also some 3½" gauge locos and a steam-driven model boat. It was great to see the interest shown by young people, who would not have had the pleasure of riding on a steam



train or working with stationary steam engines. There was a continual stream of people walking past our displays and asking questions of members and the demand for rides on our twin tracks was constant right up until well after 3pm. These rides also produced a valuable boost to our financial reserves.

For its part, the museum personnel made us very welcome, helped us set-up on the Saturday and provided us with lunch on the Sunday. Thanks to all those members who gave up their day to help promote the society, with many leaflets detailing our public running handed out.

MUSEUM

When sorting old items under the former display shelves in the Exhibition Hall, a large projector was discovered. Closer examination showed it was a combined projector for transparencies and an epidiascope for projecting opaque maps, pictures, etc. It was also seen to be stencilled "3 FD RGMT". Philippa confirmed that we had no records of its provenance, and that it did not fit our collection needs, so we contacted the Army Museum in Fremantle who said they would be interested to see it.



On 23 June Geoffrey Higham delivered it to the Army Museum, and in fact they were more than interested, they were keen to include it in one of their displays. The photo shows the Curator Stephen Sinclair (right) and Assistant Bob Wise with the instrument. Both men said that had actually attended a short course in using such equipment about 50 years ago!

AND ...



An ex VR C class photographed on UGL track at back of Museum by Graham Watson on Tuesday 15 June 2021.

DON'T FORGET TO PLACE YOUR ORDER ...



Rail Heritage WA Jacket

- with embroidered logo

A navy adults' water resistant softshell jacket

As it is a slim fit, it is suggested that you order the next size up from your usual choice. (More size information in the last newsletter.) A very special deal for this jacket has been done through Jatu clothing for our members and volunteers. The jacket is by JB Wear – the same brand as our polo shirt.

Some members have asked about getting a polo shirt – can do with one small change.

The gold trim on the blue shirt has now been discontinued and so we will have to revert to the white trim. This was the version we used twenty years ago for the Federation Train. It will have the same new logo in gold embroidery as the jacket.

The sizes are a 'normal' fit but please note that these are available in both Men's and Women's sizes.



COST: \$40 including logo for the jacket and \$22 including logo for the polo shirt.

Orders needed by next meeting on 10 July.

Payment preferred through Direct Debit: ANZ BSB 016 255 Acc 1002 68979 and advise by email admin@railheritagewa.org.au (or call Philippa on 0417 961187) or through the kiosk at the Museum.

RESTORATION AND MAINTENANCE (I Studham)

Winter always brings its challenges what with cold winds and wet weather but the restoration and maintenance always continues in some form.

Graeme and Kevin have well and truly completed all the woodwork replacement on the north side of sleeping car JV 33 and have also just about done with the prep-coating and 50/50 coats. All the liftable window sashes came out for individual prep and painting and have now all been re-installed. They have also sanded down and recoated the east end of the car and are partway through the same on the west-end.



Soon JV 33 will start receiving some topcoat enamel gloss, but we might wait until the weather warms up a bit first.

John Brown has completed a batch of 9 new stands for exhibit information boards, and Les has been following close on his heels giving each stand an undercoat followed by a couple of topcoats of gloss black.

John Cole has been tinkering with the internal mechanism from the old Perth Station verandah clock and has finally managed to free up all the revolving bits. He's now looking at his options regarding installing a motor to drive the mechanism, while Bruce Keay has been spurred on by John's success and is planning to start restoring the clock housing and looking at what is required to bring the clock-faces back up to standard. We had an unexpected surprise recently when Philippa discovered the clock hands – long stored away in a safe place, during her clean-out and asset stocktake of the small exhibits store areas. Everybody assumed these were long lost and we were considering the options for making new ones – now it's not an issue!

Brayden, Noah and Johnno have continued working their way through the many bits and pieces from G 233 the "Leschenault Lady", cleaning, loosening, fixing and making ready for return to Boyanup and re-attachment to the loco.

There have been numerous trips down to Boyanup in recent months for working weekends on the "Lady" and the loco has changed from a stripped hulk to once again looking like a G class. It's really starting to look good as it comes back together and we are now in the run-up to a steam test – working towards the big day in August which is the planned re-launch of G 233. (B Hesford)



My main project on the G class has been cleaning the driving wheels – which have a lifetime of dirt, grease and many layers of paint in varying condition. It takes some time and plenty of effort but the results speak for themselves and the wonderful engineering that went into these old locomotives is revealed. Here is a photo of the before and after – untouched wheels and the first finished wheel on the fireman's side.



Johnno has also been dealing with a “foreigner” – the regulator from steam loco “Betty Thompson” from Bennett Brook Railway. Brayden was having problems getting the re-worked valve to seat, so it came to Bassendean for some extra re-seating and lapping in.



Dominic and I have been attacking the rail that still is lying around after the end of the dual gauge conversion project. Some is slated for scrap, whereas anything that is judged as worthy of keeping or is likely to have a future use is being sorted and stockpiled.

We have separated out a full turnout kit which has been placed alongside the internal fence (pictured) and will eventually be used in the connection to Museum road 6. This is the line which has DD 592 and the PM class, and which is going to need some serious rehabilitation in due course – so first of all we need to be able to safely move the rollingstock out of there.

We also relocated the stored signal masts which had been given a bit of a shove sideways during the dual gauge works. These have been relocated further west and better stacked and the space they vacated will be cleaned up, levelled and used to store more rail.



Here you see the re-stacked masts (with the added luxury of an old tarp for protection) and a Midland Railway lattice mast which is awaiting removal to a more appropriate storage location further up the diagonal siding.

Dominic recently co-ordinated the disposal for scrap of some old steel beams that we've had lying around the Museum for the last 30 years, and soon he'll be sending a couple of loads of short rail off for scrap which will free up more ground-space. The aim is to work our way through the rail adjacent to the main driveway to regain that area for vehicle use – things are a bit squeezey through there at present. Dom has also been re-stacking the old sleepers stored further down the driveway – these were dumped in wild piles during the dual gauge works, and actually stacking them properly is buying us a lot more space.

We've also been spending a bit of time making sure the fence along that part of the driveway is clearer and relatively accessible, as we have grant money coming which will pay for more garrison security fencing which will extend the existing installation right down to the gates at the end of the driveway.

Finally, there's always the little jobs, and today I re-seated and installed a new washer in one of the sink taps in dining car AV 425 allowing the water to be turned on in this vehicle again. And Philippa has informed me that the roof of dining car D 20 is leaking in a couple of spots over the tables at the east end – our work is never done....

WA RAIL 150 Activities (Philippa Rogers)

In the last newsletter there was a formal invitation to the **official WA Rail 150 event at Wonnerup House** on 21 August 2021. Numbers are limited but Rail Heritage WA members will be included – provided that you RSVP by 31 July!
(admin@railheritagewa.org.au)



There is an open invitation to all to attend the next day's activities at the South-West Rail and Heritage Centre in Boyanup when Leschenault Lady will return to steam.

Upcoming 2021 Meeting entertainment

10 July Entertainment meeting ***'The operation of the Claremont Signal Cabin during Royal Show Week during the early 1960s'*** by Dr Shane Burke

'Dr. Shane Burke coordinates the archaeology program at the University of Notre Dame Australia Fremantle. His research interests include the study of British and Aboriginal adaptive strategies through material remains using sites associated with Western Australia's colonial period (1826 to 1900). He is presently researching the archaeology of the 1829-1830 dated Peel town camp, Garden Island (1829), and Albany (1826). He received his PhD from the University of Western Australia in 2004.

14 August: Wes Olsen will speak on *'My Railway Experiences'*

11 September: General Meeting - Allan Tilley will speak: *Western Mining's Koolanooka- Geraldton iron ore operation - Australia's First non-Pilbara Iron Ore Export Project.*



FROM JEFF AUSTIN - Millars '58'

On 18 October 1959 the ARHS (WA division) had its first rail excursion, with a trip out into the Jarrahdale forest behind Millars locomotive '58'. This is the story of ex WAGR 'G 58'.



Millars '58' hauling ARHS tour near Albany Highway, 18 October 1959 (RHWA P00523)

On 17 January 1895, the WA government sent a cable to London ordering an additional seven 'G' class 2-6-0 locomotives. Their construction was awarded to Neilson & Co. on 22 February, and they were built at the company's Hyde Park works, Glasgow, Scotland.

The WAGR advised the company on 18 May of some additions and modifications which caused a 3-week delay, but the first two engines were ready for shipping in August 1895. The next three engines, G 57-59 were loaded on the ship 'CELTIC KING' and departed for WA on 8 October.

They arrived at Fremantle on 23 November 1895 and the parts were transferred to the nearby Fremantle Workshops for assembly and trials. The seven Neilson 'G' class engines were painted green, and old-timers referred to them as 'green backs'. The dome cover and safety valve surround were highly polished brass, while the chimney top and piping was polished copper and brass. The twin whistles and cab fittings were also polished brass, with polished steel side rods and motion. Large individual brass numerals were fitted on the cab side. Each locomotive cost £2400.

'G 58' (Makers No.4836/1895) entered service on 24 December 1895 and was sent to Perth depot.



*Millars '58' hauling
ARHS tour at
Albany Highway,
18 October 1959
(R. Moss RHWA
T03141)*

Perth 1895-1903

Perth locomotive depot was adjacent to Wellington Street, on what is today, Perth Arena. There was an allocation of 32 locomotives, mostly used on suburban passenger and goods trains and shunting.

Sightings of 'G 58' during this period –

- 5 July 1897: blown tube hauling a ballast train at Lion Mill
- 1 September 1897: broken eccentric strap hauling No.3 Mixed at Mardella
- 2 November 1897: derailed on points at Fremantle
- 14 May 1898: failed on No.4 Mixed at Jarrahdale Junction
- 21 May 1898: failed on No.70 near Clackline
- 28 June 1898: collision with wagon at Yarloop
- 22 May 1901: collision in Atkins & Law siding, East Perth
- 20 February 1902: derailed in Perth Loco yard

During a regular overhaul at Fremantle Workshops '58' would have been repainted in the standard black livery. Much of the brass and copper fittings would have also been painted to reduce maintenance.

Midland Workshops 1903-1911

The introduction of large numbers of new and more powerful locomotives in 1901-3 made the G class almost obsolete. From 1902, 32 of the 2-6-0 G class were stowed at Fremantle and Midland Workshops, while the newer 4-6-0 engines continued in service. '58' was one of those stowed and it languished at Midland Workshops until 1911. As a result of this long storage, '58' was not fitted with oval number plates but instead retained the large brass cabside numerals. This would turn out to be significant in later years with Millars.

The construction of the agricultural branch line network in the early 1900s returned many of the stowed 'G' class engines to service and '58' was re-issued to traffic after general overhaul on 16 September 1911 and sent to Bunbury.

Bunbury 1911-1923

Bunbury locomotive depot in 1911 had an allocation of about 25 locomotives, comprising A, F, G, K, O, R and T classes. These were used on passenger and goods trains in the district, as well as providing locomotives to the smaller depots at Brunswick Junction, Donnybrook, Bridgetown and Busselton.

Sightings of 'G 58' during this period –

- 24 December 1913: repairs at Bunbury
- 1 March 1916: at Busselton (Nannup Branch engine)
- 15 February 1917: shunting at Bunbury
- 6 November 1919: at Brunswick Junction
- February 1923: at Bunbury

*'58' derailed at
Greenbushes,
1923*

*(E. Woodland
colln. RHW
P04471)*

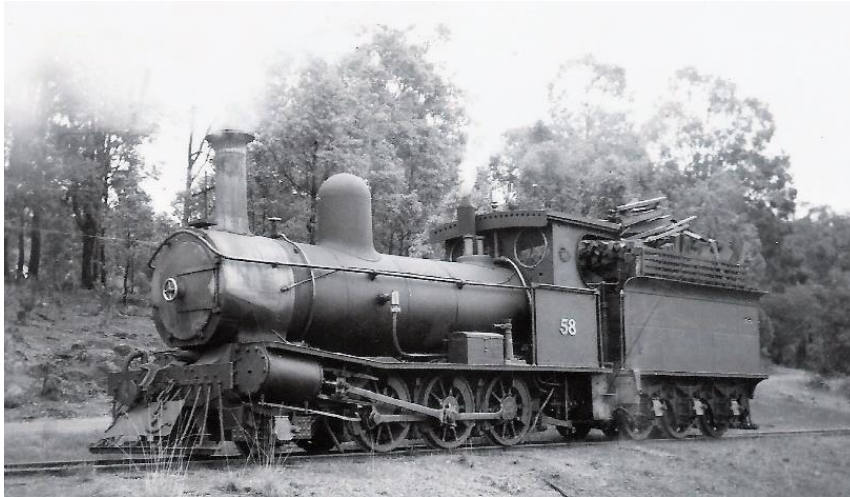


In the years following the Great War there was a severe recession which dramatically reduced train services and revenues. The Royal Commission in 1922 recommended the closure of non-paying lines and retirement of obsolete locomotive types. 'G 58' completed a general overhaul in November 1923 and was sold to Timber Corporation at Greenbushes. It had travelled 384,534 miles (619,000km) in government service.

Millars Years

Timber Corporation was a subsidiary of Millars Timber & Trading Co. and operated saw mills at Greenbushes and Palgarup. 'G 58' became part of the large group of Millars locomotives which operated the timber railways at the various company mills. Strangely it was never named but was known within the company as 'The Jardee loco'. '58' initially worked at Greenbushes but was transferred to Jarnadup (Jardee) in 1924. This mill was owned by another Millars subsidiary, Wilgarup Karri & Jarrah Co. and '58' worked the many logging lines until about 1936, when it was transferred to Palgarup. On 14 December 1937, '58' was towed with company locomotives, SWAN and KATIE from Palgarup to Yarloop. It then underwent heavy repairs and some service at Yarloop before returning to Jardee on 10 July 1942. During this time at Yarloop, Millars decided to discontinue naming locomotives and instead identify them by large brass numbers. As '58' still retained its old WAGR numerals, the Millars 'G' type locomotives were numbered from '59-72', while the remaining locomotives were to be numbered from '57' downwards.

'58' was transferred from Jardee to Palgarup on 23 February 1945 but after only a short stay was sent to Yarloop on 14 September 1945 for heavy repairs. The overhaul was deferred and after 4 years in storage it was repaired and re-issued to traffic in October 1949. On 3 November 1949 it was transferred from Yarloop to Mornington mill. It was sidelined for 4 months in 1950 with a broken axle but after repairs at Mornington was returned to service. '58' was transferred to Yarloop on 1 March 1955 for overhaul and this was completed on 22 May 1956. The final transfer in its long career came on 11 June 1956 when it was sent to Jarrahdale.



*'58' at Jarrahdale, 1960
(E. Woodland colln.
RHWA P04587)*

In 1945 Millars were granted a new cutting area near Mt Cooke on Albany Highway. Their existing railway was near Gleneagle, north-east of Jarrahdale and it was decided to lift this line and relay it south-easterly to the new area. Much of the route traversed forest cut many years before and they were able to use about 20km of old railway formations, with only about 5 km of new construction required. A log loading ramp was built east of Albany Highway and a triangle constructed for turning the locomotive. The railway was completed by November 1946 and remained in use until 1960.

*'58' hauling wagons
from Mundijong-
Jarrahdale, 1960*

*(R. Moss RHWA
T3090)*



'58' hauled logs along this line as well as the train loads of sawn timber down the steeply graded line to the WAGR connection at Mundijong. The ARHS tour on 18 October 1959 was hauled by '58' with a WAGR 'AA' class passenger carriage and two 4-wheel open wagons. The tour originated from the Millars office in Jarrahdale and followed the Balmoral formation through to Albany Highway, where a picnic was held. This tour was repeated the following year on 22 May 1960 when the other Millars locomotive '61' hauled the train. Soon after this trip, the log haulage reverted to road trucks and the railway to Albany Highway removed. Today sections of this formation are graded and known as Balmoral Road.

The hauling of sawn timber to Mundijong continued for a couple of more years. '58' was last steamed on 6 December 1962 and was scrapped with '61' at Jarrahdale in June 1963.



Millars '58' hauling
ARHS tour, 18
October 1959

(M. Searle RHWA
P20031)

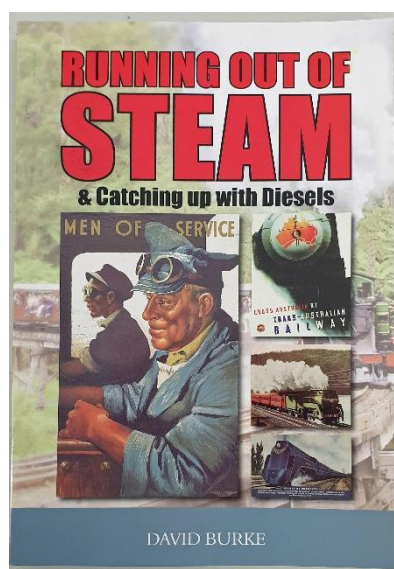
SALES (G Higham)

Running Out of Steam & Catching Up with Diesels By: David Burke

This is a fascinating book about the steam era coming to an end and the rise of diesels.

But it's not a technical book – instead this well-known author has used contemporary advertising material, timetables, photographs and other printed ephemera, together with source material to create a nostalgic journey of railways and those who worked there. Every state is covered as well as Commonwealth Railways. Some fascinating reproductions from each state., plus text on some of the interesting personalities who steered the railways into the era of diesel.

200 pages, 138 illustrations mostly colour, reproduced well on good paper.



SPECIAL PURCHASE allows us to offer this at \$15.00 (half the original price) Postage \$11.00

ARCHIVES (G Watson)

The following requests for information have been received by us and have been dealt with by Jeff Austin during the past month.

No.	Subject	Purpose
56	Perth-Kalgoorlie train travel 1956	Family history
57	Perth Royal Show model railway 1950-87	Family history
58	Wooroloo station photos	Family history
59	BALLAARAT loco photos	Local history
60	Locomotive SSM No.2 photos	Local history

61	J.D. Brown, WAGR employee record 1894-1908	Family history
62	C.G.C. Wayne & Great Central Railway, UK	Self

SSM No.2 has been sold by Ian Willis to Michael Arcaro at Jardee where it will be housed in the former loco shed there. These photos from our collection were supplied to assist in the creation of a visual history of the locomotive at Jardee.



SSM No.2 hauling logs in the 1950's (P03527)

SSM No.2 as previously displayed at Manjimup (P06982)





This page: SSM No.2 at Deanmill and Manjimup in 1966 (T04541, 4542, 4545, 4548, 4549)



NEWS FROM AROUND THE STATE (Simon Barber)

PTA / METRONET

Railcar Facility Bellevue

The Bellevue Metronet Railcar Facility was officially opened on 7 June by the Premier Mark McGowan and Transport Minister Rita Saffioti. The facility has now been handed over to Alstom for the construction of 246 electric railcars and six new Australind cars.

There is a Government commitment that at least fifty percent of the contract value will be delivered by local companies. These suppliers have been listed as providing components.

- Australian company McConnell, which will establish a dedicated facility in WA to manufacture railcar passenger seats;
- Aerison, a WA company with fabrication facility in Forrestfield, to provide cab structures, battery boxes and fuel tanks;
- Knorr-Bremse, will supply air-conditioning and air supply equipment and brake components from its WA premises;
- Pyrotek, will be supplying insulation and floor panels;
- Austbreck, will be supplying pantographs from its Kewdale facility;
- Hofmann Engineering will be delivering bogie frames from their existing WA premises;
- Vector Lifting, based in Cockburn, delivering bogie turntables and lifting jacks;
- Kulbardi, a WA indigenous company which supplied furniture for the facility;
- Parker Hannifin, which will supply piping from their Welshpool facility;
- Camco, based in Canning Vale, which provides jigs and fixtures for Bellevue;
- Unique Metal, a Wangara sheet metal fabricator which will provide metallic components;
- Dellner, will procure components from WA suppliers and assemble the couplers in Australia;
- Chess Engineering, from Welshpool, which is assembling the fitting stations at the facility.

(Source <https://www.mediastatements.wa.gov.au/Pages/McGowan>)



(photos: P Rogers, who attended the opening with B Williams and D Bennett)



Mandurah Line Shutdown

It is planned to replace all passenger rail services between Elizabeth Quay and Aubin Grove with buses for a 25 day period commencing in late December 2021. Trains will continue to operate between Aubin Grove and Mandurah on a reduced frequency. This is to facilitate essential work in connection with the Thornlie – Cockburn Link railway. Commuters have been invited to make suggestions about ways to minimise travel disruptions during this period. The closure has been planned when many businesses operate on a reduced basis, and while school holidays are in progress.

WATCO

C502 arrived at Forrestfield on Pacific National freight service 1MP2 on 9 June, joining C508 from this class on hire to Watco from Rail First Asset Management. C503 is still undergoing work at the Islington Workshops in Adelaide, and will come west later to join the loco pool.

Watco owned units HL203, FL220 and G511 have been mixed in with the hired GL, VL, CM and C class units on the Hampton – Kwinana freight workings. These trains convey acid tankers to the Coogee Acid Terminal at Kwinana, and containers of nickel matte which are shunted off at Forrestfield. The Leonora – Hampton nickel concentrate services usually have two GL class units, while the Hampton – Redmine concentrate trains typically run with a single GL. Qube owned GML10 has been allocated to the ILS container trains between Forrestfield and North Quay Terminal.

AURIZON

S3304 has now come back into service following an overhaul and repaint by Gemco Rail. Q4018 and ACN4169 have been repainted, but not yet released back into traffic. S3309 is undergoing an overhaul currently at Gemco. Q4002, 4010 and 4012 are stored in Forrestfield yard.

Aurizon operated two rail services to Mt Walton on 31 May and 7 June. Points are being installed at the junction of the mine loading balloon loop with the main line to enable trains to directly east or west.

FROM



We at the Merredin Railway Museum have hit the ground running in 2021 to give our patrons, both existing and returning, a taste of life on the rails since 1893 when the Eastern Railway was pushed beyond Northam to the goldfields of Kalgoorlie.



In recognising **WA Rail 150 Years** celebrations we have hosted some great events:

- A welcome morning tea for former railway workers with the opportunity to recall their experiences and share memories. One of our oldest attendees was 93 years of age!

- A Heritage walk and shared lunch at the Railway Museum with members of the adjoining Military Museum during National Volunteer Week. This gave us the opportunity to socialise, network and recognise the efforts of our volunteers.
- Welcoming our school children and their teachers to the Museum by linking the Museum experience to the WA Curriculum in Humanities.

We have nominated the Railway Museum as a focus for the **“Gateway Merredin” Festival** to be held on the weekend of 24-26 September 2021. Our theme **“Troops, Trains and Treasures”** will showcase the importance of the railway to Merredin especially during WW2. We have been very fortunate to secure Philippa Rogers as our keynote speaker to talk to her book “Troops, Trains and Trades”. More information will follow!

Over the last year we engaged the services of Savagely Creative & Creative Spaces to draw up an Interpretation and Design Concept Plan to guide the future direction of our Museum. Through funding we have been able to paint our booking office, standardise our signage and develop some amazing interpretive panels that will show our visitors how pivotal the railway was to the development of Merredin.



G 117 at Merredin

SOUTH-WEST RAIL AND HERITAGE CENTRE (Philippa Rogers)

The May Open Day was a huge success as part of the Capel Makers' Trail. Our resident blacksmiths were a highlight of the day and many people ignored the threat of rain to come along.

The June Open Day had rain from early and this did dampen people's enthusiasm and only just over 90 people came along.



Some of the restored tractors on display.

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
7 July	A de Smalen	G Bradley	Vol Reqd	A de Smalen **
14 July	A de Smalen	B Williams	Vol Reqd	A de Smalen **
21 July	A de Smalen	G Bradley	Vol Reqd	A de Smalen
28 July	A de Smalen	B Williams	Vol Reqd	A de Smalen
4 August	A de Smalen	G Bradley	Vol Reqd	A de Smalen
11 August	A de Smalen	B Williams	Vol Reqd	A de Smalen
18 August	A de Smalen	G Bradley	Vol Reqd	A de Smalen
25 August	A de Smalen	B Williams	Vol Reqd	A de Smalen **

**** School Holidays – Museum opens 11.00am**

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
4 July	K Freind	B Horton	C Forsey	B Horton
11 July	A de Smalen	B Williams	G Watson/ M Gillooly	A de Smalen
18 July	K Ayerst	B Keay	D Raine	K Ayerst
25 July	L McBeath	B Williams	G Higham	G Higham
1 August	K Freind	Vol reqd	G Watson/ M Gillooly	Vol reqd
8 August	A de Smalen	Vol reqd	B Williams	A de Smalen
15 August	Vol reqd	Vol reqd	B Williams	Vol reqd
22 August	K Ayerst	B Keay	D Raine	K Ayerst
29 August	L McBeath	M Miles	G Higham	G Higham

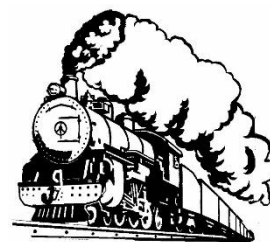
Note: the months with 5 Sundays mean we need more help. Only a few each year so please consider.



RAIL HERITAGE WA

Members Newsletter

August 2021



FOR YOUR CALENDAR

- Thurs 12 August 9.30am Museum collection workday
- Sat 14 August: **2pm Entertainment meeting** Wes Olsen will speak on 'Confessions of a Junior Station Assistant, City Station, 1977-78'
- Sat 21 August **150th Anniversary of Railways in WA** at Wonnerup House
- Sun 22 August **'Leschenault Lady returns to steam'** WA Rail 150 Open Day at SWRHC, Boyanup 9am to 3pm
- Sat 11 Sept **2pm General Meeting** - Allan Tilley will speak on: *Western Mining's Koolanooka- Geraldton iron ore operation - Australia's First non-Pilbara Iron Ore Export Project.*
- Sun 10 October **RAILFEST 2021** 10am to 4pm

FROM THE PRESIDENT (Philippa Rogers)

Our Management Committee has had a busy month as people balance strategic and operational activities and for some learn about being RHWA business as committee members. This month the strategic focus was on infrastructure looking at building replacement at Boyanup and additional roof cover at Bassendean. Advice has been received from the Town of Bassendean that to cover northern area within the public museum space we need to amalgamate our two lots of land as a roof cannot cover two lots. Thanks to Geoffrey Higham for investigating this and Michael Gillooly for his advice.

These COVID times have challenged many organisations in their attention to the recruitment and retention of volunteers. Obviously, we do need more volunteers in various areas, and we need to ensure our policies, procedures and job descriptions are in good shape before setting out on any recruitment drives. We have been fortunate to obtain a UWA student as an intern who will spend 100 hours reviewing such and developing ideas for us. Some of you will have met Raji who has been interviewing current volunteers to give a background to this work. Thank you and please make her welcome if you see her around.

ONRSR has approved our notice of variation to accreditation to enable us to operate steam and diesel locomotives, and railcars as well as our current shunt tractors. This applies to Bassendean, Boyanup and at Minnivale. Each separate type of locomotive / railcar does require specific additional documents to be prepared before a particular type can be approved. The first such material has been prepared for G 233. A huge thank you to all those involved in this enormous task and the production of many documents both to achieve the variation and for the commissioning and operation of G 233.

A new museum leaflet has been produced and work on our new museum website has commenced. Our emails have been transferred to a new Microsoft 365 system (donated by

Microsoft) and so we are now able to have far greater storage and access to these emails. We are aiming to have Malcolm Searle's book published by RailFest.

Funds from election promises have been received with spending on Leschenault Lady well underway and we are confirming of when the installation of additional fencing can occur.

MEMBERSHIP

A welcome to Adrian Elder of Bridgetown who joins us and a 'get well' to Bernard Horton who is recovering from surgery.

WA RAIL 150 Activities (Philippa Rogers)

The **WA Rail 150 event at Wonnerup House**, organised by Rail Heritage WA, is on 21 August 2021 – but now starts at 1pm. It will culminate in the unveiling of a 150th Anniversary plaque by Hon David Templeman MLA, Minister for Tourism, Culture and Heritage. This is an invitation only event as numbers are limited but RHWA members are welcome to attend.



The next WA Rail 150 event features *Leschenault Lady* which hauled the train to Wonnerup for the 100th Anniversary celebrations. She will be operating demonstration runs on Sunday 22 August between 9.30am (ceremony) and 3pm. There is an open invitation to all to attend this at the South-West Rail and Heritage Centre in Boyanup. People are being asked to book their free entry tickets at <https://www.trybooking.com/BSQOJ> (or go to trybooking and search for Leschenault Lady). Members do not have to book if you can present your membership card or are wearing your society shirt.

Be aware that this event is proving to be very popular indeed so come early (9am) to get an easy parking spot or come from 12noon when it will probably get quieter. Volunteers are needed to assist in various ways on the day – if you can help, even if just for an hour, please contact Philippa on 0417 961187 or email president@railheritagewa.org.au

NOTE: should there be a COVID lockdown in Perth, then both events will be deferred.

RESTORATION AND MAINTENANCE (Ian Studham)



Well, we thought that June was a bit wet but as we all know that has paled into insignificance compared to July!

Graeme and Kevin would have liked to have done a few more finishing jobs to JV 33 but have only managed a day or 2 on this car due to the inhospitable climate. Instead we have redirected their attentions, as well as Andy's, to a long-running and well deserving project, lounge car AVL 314.

Removing the original tub chairs from the AVL in the 1990s. Photo: P Rogers

AVL 314 started its career as one of the WAGR's first dining cars, delivered with three others from the Gloucester Car and Wagon works in 1905. It underwent a comprehensive rebuild from its original configuration into a lounge car in the late 1950s and was utilized on "The Midlander" service to Geraldton. Upon withdrawal from revenue service, it was allocated to the Forrestfield breakdown train and came to the Society in this form in the late 1980s.



Some significant restoration was performed in the early 1990s, with another burst about a decade later, but since then this car has been patiently waiting for a careful and methodical reassembly. So much has already been done that in many ways all it needs is for everything to be put back together, but as with all projects that have lain dormant for some time we need to take a step back in some areas before moving forward.

Graeme and Kevin are starting with a thorough clean and sort, and I have been ducking into the car identifying all sorts of random pieces as belonging here or there. Some of the smaller fittings have been lost in the last 30 years but fortunately we will be able to source replacements from our stash of spare parts. Many of the other fixtures such as internal doors, sash windows and varnished edgings were finished many years ago and have remained in top notch condition in secure storage awaiting their return to the car.

For now the guys are starting with sorting and installing the new edgings and cover mouldings in the main saloon area. Once that's done, we will know what is required and what is surplus and be able to move excess material out of the car. The other initial task is to reinstall the ceiling ventilator ports and the chromed "Flettner" undervent assemblies which screw to the face of the ceiling. We'll also get the east end interconnecting door re-hung with new and larger stainless-steel hinges which will assist us with closing up the car to better weatherproof it.

Elsewhere around Bassendean we have installed fresh tarpaulins over the MR bogie van to keep the elements out until we can get it undercover with a shunt to allow it to be better investigated towards a rebuild. The east end roof was collapsing on this vehicle so I have re-framed it temporarily to support the tarp and allow rain water to run off and not pool above the roof area.

We have continued the sort out of various infrastructure materials, with the re-stacking of the pillars from the Albany (formerly Kalgoorlie dock) platform canopy down towards the bottom gateway. This will allow the area these pillars occupied to be better used for other storage. Dom has taken a couple of loads of old cut rail to the scrappers in recent weeks which has helped clear up the general area a bit more. As the sort progresses there will be more rail sent to scrap – what we are sending is rail that is well beyond further use due to corrosion or being crippled. What is left behind will then be sorted for reuse in the future.

We have been charging up some of the battery sets in the coaches, a periodic task to ensure that they are kept alive and able to be called upon to supply lighting for special occasions.

The motion activated soundtrack in the Bullion Van had stopped working, so Bruce Weir-Smith the member who did the initial installation (and whose voice features on the

soundtrack) was good enough to drop down to Bassendean and perform a quick diagnostic on the system. It quickly became obvious that the power supply had died so Bruce installed a temporary replacement to get the installation up and running again pending us sourcing a more appropriate replacement power source of the correct capacity.

Some attention was also paid to the side doors on the bullion van, with larger screws replacing some which had pulled out of the hinges. However these doors are suffering badly from swelling from moisture ingress and it's very difficult to properly close this car at this time. We may have to investigate new door frames.

James continues to periodically attack the ZF brakevan with new paint in between settling into his new job and the weather.



John Cole and Bruce Keay are proceeding with their careful work and research on the old Perth station clock – with John removing trim and dressings from the cabinet so Bruce can restore it all. Bruce has also turned his attention to the clock faces which are not too bad overall but need some missing glass inserts replaced and a general tighten up and good clean. John is getting his head around the motor requirements to ensure that when it is powered up the clock will in fact keep time.

(RHWA Archives P05798)

The big news of the month is the steam test of locomotive G 233 at Boyanup on Monday 26th July. I'm pleased to report the G passed this test and we now have a boiler "in-ticket" for the next 12 months. This was the result of many weeks of work and preparation by a small and dedicated crew with the great bulk of work being handled by Johnno, Brayden and Noah. In the days immediately prior to the test the new grate was installed, the new dome gasket installed, and the dome tightened down, all the washout plugs were installed, the tender was reconnected to the loco including new water delivery hoses, the turbo-generator was remounted and piped in and the firehole door was re-installed on the boiler backhead.



G 233 undergoing steam test Boyanup 26 July 2021 (P Rogers)

The test was conducted by our boiler inspector Mr Doug Craigie who was satisfied that all was well and that the various observances he noted were simply little annoyances which can easily be dealt with – things such as a leaking gasket here and there, a valve not properly seating-probably due to scale and similar little issues which are always to be expected.



While the G was in steam the regulator was opened and years of accumulated rust and muck were blown out of the main steam delivery pipe into the open smokebox. Now that this pipe is clear we can re-assemble the rest of the steam delivery pipework in the smokebox which directs the steam down into the steamchests and then to the cylinders.

At least now we know that when we open the regulator to deliver clean steam to the valves that is all that should be delivered.

On the day of the steam test, we were also visited by representatives of the Office Of the National Rail Safety Regulator (ONRSR) at Boyanup who wanted to check on the progress of the G class and also on the implementation of all the new procedures and checklists that we have introduced as part of our Rail Safety Management Plan relating to the operation of steam and the management of boiler pressure vessels. It was a good visit, and it gave them the opportunity to discuss many of the issues surrounding this type of activity with our boiler inspector.

Now that the G is ticketed for steam the work progresses to the final assembly of the smokebox delivery pipes and spark arrestor, the side rods and the main connecting rods, setting the valves, re-installation of the reverser assembly and re-mounting of the repaired brake cylinder. All these issues are related to the locomotive's ability to propel (and stop) itself so are fairly important as we move towards the day of recommissioning on August 22nd. Coupled with this is the final painting and fitting of the rest of the loco's bits and pieces such as the cab windows. There is still plenty to do but G 233 is already looking fantastic and, even better, is steamable.

MUSEUM OPERATIONS (Brian Williams)

In my role as Lead Museum Operations it is my task to ensure that the rail safety duties imposed by the Rail Safety National Law (WA) Act and Regulations are met. This involves ensuring members and volunteers obligations are met in compliance under the relevant Acts and Regulations and I have a general duty of care to all members and volunteers and ensuring the safety of all General Public, visitors and contractors in my area of responsibility.

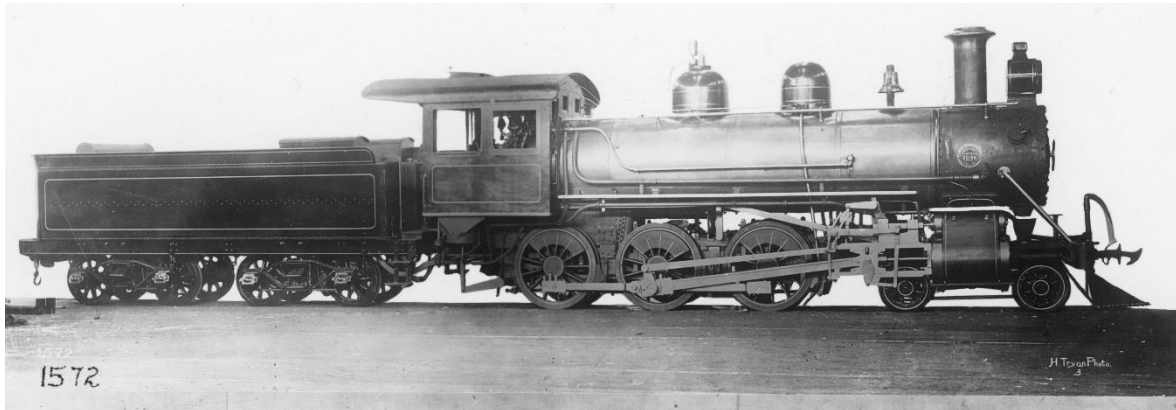
I am currently involved with the introduction of the Museum Precinct – Operations and Emergency Management Procedure. This involves setting out relevant information into booklet form for all members/volunteers who are rostered to work on appropriate Wednesdays and Sundays, as well as those who attend the Museum outside of those days, i.e., those who attend Archives, Museum Collection and appropriate Museum workdays.

I am endeavouring to create a museum sub-committee and would appreciate if four members would consider assisting in this area with meetings held bi-monthly, possibly on a Saturday afternoon, or another day/time.

LOCOMOTIVE CS 270 - ARHS TOURS (Jeff Austin)

‘Cs 270’ hauled two ARHS rail outings from Banksiadale mill in the early 1960’s, but prior to going ‘bush’ it had a 50 year career on the main line. This is the history of ‘Cs 270’.

C 270 was built by Baldwin Locomotive Works, Philadelphia, USA (Makers No.20158/1902) at a cost £3266. It arrived at Fremantle on the ss *HAFIS* on 1 June 1902, along with the other eleven C class engines. The locomotives were in a stripped-down condition and were taken to Fremantle Workshops. They were accompanied by an engineer from Baldwin, Richard Warner who supervised their assembly and trials.



Baldwin builders photo of a WAGR C class (WAGR, RHWA Archives P03222)

They were painted in all over gloss black, with gold pin-stripes. The boiler cladding was known as ‘Planished Iron’ which protected the iron from rust. The natural unpainted metal was beautiful in appearance and had a natural gun-metal grey finish. The whistle, chimney top and piping was polished copper and brass and each locomotive was fitted with a brass bell. They were also one of the first class of WAGR locomotives to be fitted with the New Zealand-inspired oval brass number plates.

C 270 entered service on 9 July 1902 and in August was piloted over the Midland Railway to Geraldton depot.

Geraldton 1902-4

The Commissioner of Railways promised the people of the Murchison that some of the new Baldwin locomotives would be sent to Geraldton to improve passenger services to Cue. True to his word, C 269, 270 and 273 were issued new to Geraldton depot. They joined a mix of A, G, O and R class engines at this depot and worked the daily passenger and mixed goods trains from Geraldton to Cue. On 16 July 1904, ‘270’ was returned over the Midland Railway for general overhaul at Fremantle Workshops. At this overhaul the bell was removed and sold to a school.

Wagin 1904-11

This was the principal locomotive depot in the Great Southern district and had an allocation of about 15 locomotives, of which six were Baldwin C class. They were used for passenger and mixed goods working to Northam and Albany. ‘270’ was sent for overhaul at Midland Workshops in July 1908 and fitted with a new WAGR designed boiler. This was heavier than the original and a trailing bogie was placed under the firebox to carry the additional weight. The locomotive thus became a 4-6-2 ‘Pacific’ and was re-classified ‘Ca’.

Geraldton 1911-27

During these years, this depot had an allocation of about 25 locomotives. These included in April 1919, members of the A, C/Ca, G, O/Oa, Ra and T class. Some sightings of ‘270’ were:

- 11 June 1912: hauled No.9 Pass, Yalgoo-Geraldton
- 29 May 1914: hauled No.13 Pass, Geraldton-Yalgoo
- 20 August 1914: hauled No.10 Pass, Cue-Yalgoo

Due to the Geraldton depot being isolated from the Eastern Railway for many years, general overhauls and heavy repairs were undertaken at this depot. '270' received a general overhaul at Geraldton in 1917 and 1921; otherwise repairs were carried out at Midland Junction. By 1919 the entire class of Baldwin loco's had been converted to 4-6-2 wheel arrangement and on 22 November 1919 they were all re-classified 'C'.

Northam 1927-30

This large depot had about 60 locomotives, including 4 'C' class. They worked mixed and goods trains along the branches from Toodyay and Wyalkatchem. At the time of its transfer to this depot after overhaul in November 1927, '270' had travelled 455,945 miles (734,000km).

Geraldton 1930-32

This was the early years of the depression and train services were reduced across the system. The new 'L' class had taken over much of the main line work to the Murchison and the '270' worked the branch lines to Ajana, Yuna and Walkaway.

Kalgoorlie 1932-42

This was entirely new territory for '270' in a depot with about 28 locomotives. The 'C' class generally worked the Esperance branch, on the poor rails south of Norseman. One of the more glamorous roles on this line was hauling the seasonal 'Esperance Flyer' passenger train, taking goldfields residents for holidays to and from Esperance. On 28 January 1933, '270' was hauling this train, No.158 Pass into Kalgoorlie when a spark from the locomotive set fire to the roof of carriage AQ 340. The flames were quickly put out, with only minor damage to the coach.



Cs 270 BLACK BUTT at Midland Workshops in 1950's (WAGR, RHWA Archives P00015)

Northam 1942-45

'270' returned to Northam in March 1942 and this busy wartime depot had 65 locomotives. The 'C' class continued to work mixed goods trains on the light railed branch lines and on 6 February 1943, '270' was based at Toodyay, along with Cs 433 and Msa 475.

After 40 years in service, the C class were suffering from broken frames caused by metal fatigue. A new frame was designed by the WAGR and fitted to several C class engines. '270'

had travelled 739,514 miles (1,190,000km) by October 1944 when it was taken into Midland Workshops to be rebuilt. It returned to service in June 1945 and back to Geraldton.

Geraldton 1945-50

This depot had an allocation of about 20 locomotives and the post-war years were a difficult time for the WAGR with worn out locomotives and deferred repairs. The locomotives were a mix of C, Fs, G, L and O class. '270' continued to work the branch lines to Ajana, Yuna and Walkaway.

Northam 1950-51

'270' returned to Midland Workshops for general overhaul in April 1950 and was fitted with a superheated boiler and re-classified Cs 270. On return to service in June 1950 it was sent to Northam. Time was running out for the C/Cs class, as the arrival of 60 new W class made them obsolete.

'270' would normally have joined the other C class in the scrap lines but for fate stepping in and providing a new life in the jarrah forests. '270' entered Midland Workshops in October 1951 for heavy repairs and conversion to wood-burning. It had travelled 829,244 miles (1,335,000km).



Cs 270 hauling log train on the Murray River bridge (WAGR, RHWA Archives, P00897)

Banksiadale Mill 1952-64

The WAGR sawmill at Banksiadale, near Dwellingup was granted a new timber concession east of Harvey in 1946. This large area of forest was 66km south of Banksiadale and was reached by construction of new railways and rehabilitating old State Saw Mill lines. The WAGR had used G class locomotives for log haulage since 1912 but for the new concession larger locomotives with a longer range were required.



(Cs 270 on the turntable at Banksiadale (RHWA Archives, R. Moss, T03070))

Four Cs engines with rebuilt frames were modified to burn wood (removing the brick arch, changing the grate fingers and extending the tender sides) and transferred to Banksiadale. They initially worked in the existing black livery but at early overhauls were repainted in the new Larch Green livery and given names of local timbers.

Log hauling on the Asquith concession commenced on 7 January 1952 and '270' was issued from Midland Workshops on 18 January and sent to Banksiadale. At the general overhaul, ex works 4 September 1953 it was painted in green livery and named BLACK BUTT (later BLACK BUTTE). The four Cs engines hauled logs from the cutting areas at Asquith to the mill and sawn timber to the WAGR connection at Dwellingup. Regular overhauls and heavy repairs were still carried out at Midland Workshops. On one occasion, '270' was running tender-first out to the bush with an empty log rake, when 3km from the mill the loco derailed. The tender remained upright but the engine rolled over. A bulldozer and steel cable around the dome soon righted the engine and only minor damage was the result.

In October 1961 the mill was sold to Hawker Siddeley Building Supplies. They continued rail haulage to the mill and even arranged two ARHS rail tours. The first was held on 22 October 1961, using '270' fitted with a Baldwin bell and hauling a passenger carriage and open wagons from Banksiadale to Asquith.

Cs 270 taking water at Wuraming on ARHS tour, 22 October 1961 (RHWA Archives, R. Moss, T03059)



While on 23 September 1962, the ARHS Victorian Division ran a similar trip, also using '270'.



Cs 270 hauling the ARHS tour, 22 October 1961 (RHWA Archives, M. Searle, T05084)

The mill at Banksiadale burnt down in June 1963 and was not rebuilt. Log haulage continued for several months with logs unloaded onto road trucks for transport to the Dwellingup mill. This ceased in October 1963 and the locomotives were stowed.

The most recently overhauled engine, Cs 432 MARRI, towed the other 3 engines, including '270' from Banksiadale to Subiaco on 6 May 1964. They were stowed in Midalia & Benn's siding and then cut up for scrap.

Cs 270 awaits scrapping at Midalia & Benn's siding, Subiaco, May 1964 (RHWA Archives, E.W. Woodland, T01138)



ARCHIVES (G Watson)

The following requests for information have been received by us and have been answered by Jeff Austin during the past month.

No	Subject	Purpose
63	Bullabulling yard plans	University project
64	Z class brakevan drawings	Modeller
65	Albany bridge	LISWA photo
66	DD 592 photo	Funeral service
67	Perth-Albany rail travel 1917	Novel
68	WAGR employee record 1909-50	Family history
69	WAGR employee record 1949-65	Family history
70	Balingup railway photos	Local history
71	N class steam loco photos	Book

50 Years Ago This Month

All the photos this month were taken by the late David Beazley



X1026 on a goods train passing through Subiaco (P03196)

XAs 1404 and 1405 head the Kalgoorlie through East Perth (P06472)





T02171: D 1565 having just passed under the Thomas Street bridge heads a goods train up the Leederville Bank

T02173: X1021 on a soon to depart passenger train from Platform 7



NEWS FROM AROUND THE STATE (Simon Barber)

AURIZON

LZ3119 and LZ3120 departed Forrestfield on 14 July behind SCT008 and CF4410 on train service 2PM9. They were heading for New South Wales, where Aurizon intends to use them on a grain contract. The two units were retrieved from storage at Avon Yard, and transferred to Forrestfield where restorative work was undertaken by Aurizon and Gemco Rail. Both locos retain their all over orange colour scheme, with Aurizon patching applied on the cab and body side. *(Photo included next page).*

LZ3119 was originally numbered L253. It was one of seven L class units sold by Westrail to ATN Access after being deemed surplus to requirements. It never worked a train under ATN ownership. After Pacific National purchased the company, L253 was sold to Rail Technical Services of Melbourne along with three other L class locos. ARG when under QR National ownership later bought L253, and an overhaul was undertaken at Dynon, with the unit then becoming LZ3119. Transfer back to WA subsequently followed, returning the unit to its original home.

LZ3120 first saw service at Weipa in Queensland, owned by Comalco. Numbered R1002, it ran on bauxite trains for the company. The unit was sold to Westrail, becoming LW276 in

the fleet although the “W” was not carried on the outside of the locomotive. It would later follow a similar path to LZ3119, passing onto ATN Access, RTS and ARG in sequence. Like LZ3119, it then made its way back to WA.



LOCOMOTIVE NOTES

ACN4169 and Q4018 have both come back into service following overhauls at Gemco Rail and repaints into Aurizon yellow and red livery. S3309 is still undergoing overhaul at Gemco.

Q4015 was omitted from the stored Q class list at Forrestfield in the July newsletter.

TRANSPERTH / METRONET

Paid Parking Returns

From 2 August, commuters will once again need to pay for parking at suburban stations. The \$2 fee has been waived for some time due to reasons connected with the Covid-19 pandemic. Parking on weekends and public holidays will remain free of charge.

Armadale Line Level Crossing Removal

[Five dangerous level crossings](#), whose boom gates are each down for about three hours every day, will be removed on the inner Armadale Line, with elevated rail chosen as the solution. The railway line at the Mint Street, Oats Street, Welshpool Road, Hamilton Street and Wharf Street level crossings will be elevated, allowing motorists, pedestrians and cyclists to pass through the area without interacting with rail services.

[New elevated stations](#) will be built at Carlisle, Oats Street, Queens Park and Cannington, while Welshpool Station – which has very low patronage – will be closed. Station locations are now confirmed with Carlisle Station moving closer to Mint/Archer streets to make it easy to connect to the school and local businesses. Oats Street will have a

station entrance on either side of the road for safer access, Queens Park Station entrance will relocate slightly to better connect to local schools, and Cannington Station's entrance is planned to face Cecil Avenue.

In response to community feedback, the single-structure elevated rail solution was chosen to maximise the freed-up land, minimise visual impact and create welcoming public spaces. This design also helps moderate train noise, as the platform shelters will act as privacy screening.

Elevating the railway line will also create about [six hectares of public space](#) in areas of the rail reserve no longer occupied by railway infrastructure, with extensive landscaping, public art and facilities such as bike racks and gym and playground equipment to be installed to create vibrant public spaces. The community will play a key role in shaping these spaces, with further consultation as part of the next stages of design expected to take place in 2022.

(Information sourced from Metronet website <https://www.metronet.wa.gov.au/news-info>)

WATCO WA RAIL

VL361 has returned east after a short term hire from Rail First Asset Management. It departed Kewdale behind NR115 as part of the consist of Pacific National train 7PX4 on 17 July. C503 has undertaken trial workings on SCT services between Adelaide and Melbourne during July prior to its taking up duties in WA. C502 and C508 have become regular workers on the Watco 351 / 352 freighter services between Hampton and Kwinana.

DR1564 and 1565 have undertaken rail train duties since returning from ballasting on the Midland Railway. The pair has run to Brunswick Junction and Collie, Kwinana, and also into the Avon Valley to Toodyay West. G511 has been utilised on ballast and rail trains. Standard gauge infrastructure working has continued to be shared with Aurizon.

AROUND THE MUSEUM (G Watson)



Seen passing through the site to UGL on 20 July 2021 (G Watson).

FROM



We continued to extend a warm welcome to both visitors and locals as chilly July set in. Rain is always welcome in these areas and our farmers anxiously await the result of both effort and anticipation in the form of bumper crops.

Good news for our Booking Office upgrade! The arrival and installation of 4 new interpretive panels almost completes the first stage of our Interpretation and Design Concept Plan for the Rail Museum. The panels convey a snapshot of how and why Merredin grew to become an important junction town in the WA Railway system by firstly acknowledging the sophistication of the aboriginal people in their efforts of resourcing a way of life across a harsh landscape.



As part of our salute to *RailWA 150 Years*, local families with rail connections have worked with Museum staff to submit stories for publication in the local paper "The Phoenix." We are profiling a well know local, **Mr Jim Medlen**, who transferred from Bunbury to Merredin in 1960. Jim was part of the initial Rail Museum organising committee, instrumental in arguing the cause for the railway buildings to be saved from demolition in the 1970s. Such a familiar story around rail preservation! Jim was also responsible for donating many personal items of memorabilia to the Museum collection.

We are looking forward to welcoming visitors to the inaugural **Gateway Merredin Festival** between 24-26 September 2021. This year's theme "**Troops, Trains and Treasures**" (yes, a take on Philippa's book!) highlights the relationship between the military and the railway in World War 2. Activities include: guest speaker (Philippa Rogers), artist workshops, markets, *Illuminart*, big screen AFL grand final showing, concerts, street eats, displays, historical walks and tours but most of all our great country hospitality and more. Dust off your boots, roll up your swag and make it a date... **free entry all weekend to the Merredin Railway Museum!**

SOUTH-WEST RAIL AND HERITAGE CENTRE (Philippa Rogers)

Thank you to long-standing member Alasdair Kenyon for becoming our other representative (and back-up for me) on the Boyanup Foundation Inc Committee. This group comprises all those involved in the operation of the South-West Rail and Heritage Centre and is crucial to the development of strong local community involvement there.

The other groups in the Foundation are: South West Model Railway Group, Boyanup Foundation Blacksmiths, Preston River Old Machinery Group, Lions Club of Boyanup and the Capel Men's Shed. Each group (with the exception of the Lions Club) along with ourselves, takes on the responsibility for 2 or 3 Open Days a year. Having these groups on site for all Open Days (except the Lions Club) provides visitors with a good variety of heritage experiences no matter the theme of the day.

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
4 August	A de Smalen	G Bradley	D Ingram	A de Smalen ***
11 August	A de Smalen	B Williams	D Ingram	A de Smalen
18 August	A de Smalen	G Bradley	D Ingram	A de Smalen
25 August	A de Smalen	B Williams	D Ingram	A de Smalen
1 September	A de Smalen	G Bradley	D Ingram	A de Smalen
8 September	A de Smalen	B Williams	D Ingram	A de Smalen
15 September	A de Smalen	G Bradley	D Ingram	A de Smalen
22 September	A de Smalen	B Williams	D Ingram	A de Smalen
29 September	A de Smalen	G Bradley	D Ingram	A de Smalen **
6 October	A de Smalen	B Williams	D Ingram	A de Smalen **

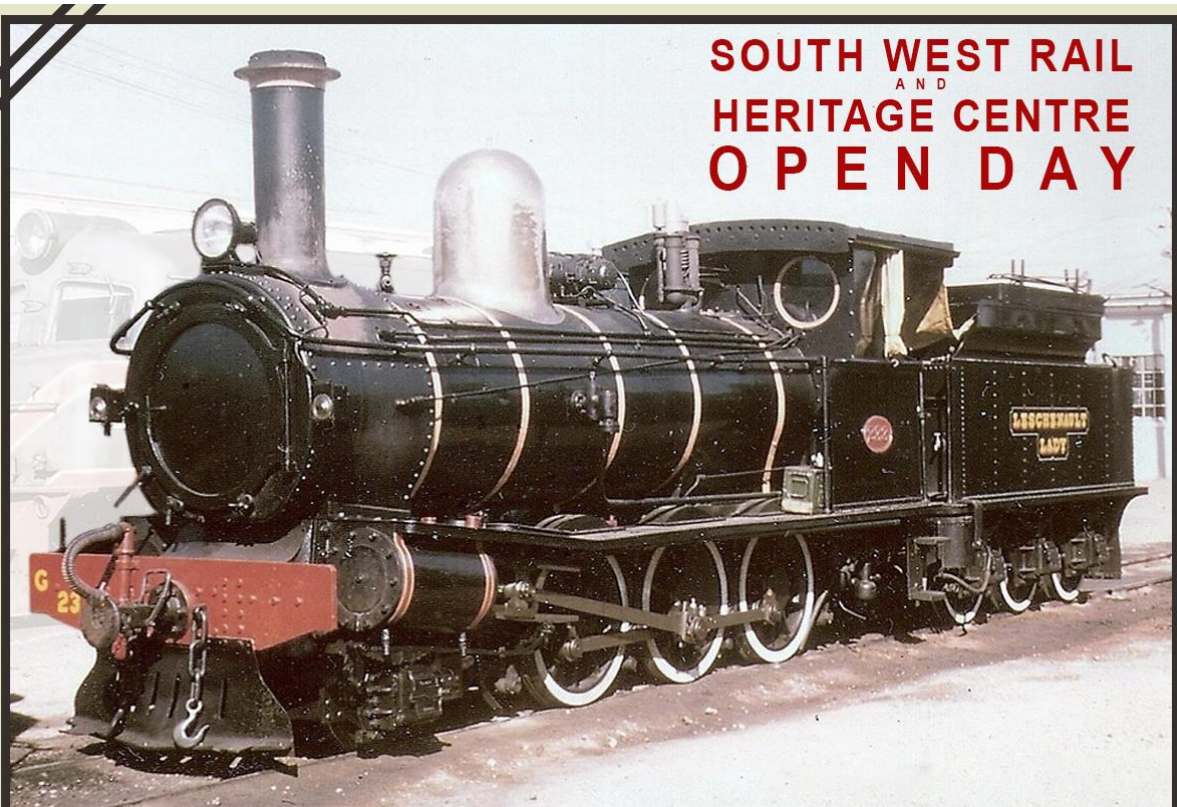
*** Group visit 11am Guildford Grammar School

** School Holidays – Museum opens 11.00am

DATE	TICKETS/SALES		SITE SUPERVISOR	DUTY SUPERVISOR
SUNDAYS	Museum open 1.00pm – 5.00pm			
1 August	K Freind	B Keay	G Watson/ M Gillooly	B Williams
8 August	A de Smalen	B Williams	C Forsey (L Whittington	A de Smalen
15 August	K Ayerst	B Keay	L Whittington	K Ayerst
22 August	A De Smalen	Vol reqd	D Raine	A De Smalen
29 August	L McBeath	M Miles	G Higham	G Higham
5 September	K Freind	B Williams	G Watson/ M Gillooly	B Williams
12 Sept	A de Smalen	B Williams	C Forsey	A de Smalen
19 Sept	K Ayerst	B Keay	D Raine	K Ayerst
26 Sept	L McBeath	M Miles	G Higham	G Higham
3 October	K Freind	B Williams	G Watson/ M Gillooly	B Williams
10 October	Railfest – Special Roster to be published			

Note: the months with 5 Sundays mean we need more help. Only a few each year so please consider whether you can help.

Please contact Brian Williams if you can assist.



SOUTH WEST RAIL AND HERITAGE CENTRE OPEN DAY

LESCHENAUT LADY

RETURNS TO STEAM

9am - 3pm
Sunday 22 August 2021
Turner Street, Boyanup

9:30am
Launch of 1898-built
Leschenault Lady.
Demonstrations all day.

FREE ENTRY but please book via
[Trybooking.com](https://trybooking.com) 'Leschenault Lady'
Limited tickets at the gate
prior to 12 noon.

CELEBRATE 150 YEARS

OF RAILWAYS IN WA

ACTIVITIES TO ENJOY:

Ex Australind and Vintage Train
railway carriages and mobile museum.
WA Brick Society with their Lego display.
Model railways & Children's games.
Blacksmiths in action.
Vintage Machinery & Veteran Cars.
Display in marquee to celebrate
150 years of railway history.
Railway books and memorabilia on sale.
Coffee, meals & morning teas available.



SOUTH WEST
DEVELOPMENT COMMISSION



We're working for
Western Australia.

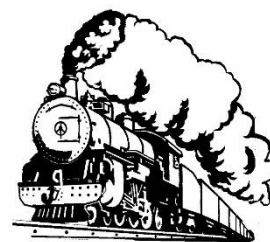




RAIL HERITAGE WA

Members Newsletter

September 2021



FOR YOUR CALENDAR

- Sat 11 Sept **2pm General Meeting** - Allan Tilley will speak on: *Western Mining's Koolanooka- Geraldton iron ore operation - Australia's First non-Pilbara Iron Ore Export Project.*
- Sat 18 Sept *Lost Trades Day and Wildflower Tours, Wheatbelt Heritage Rail Discovery Centre, Minnivale 10am to 3pm*
- Sat 2 October Museum Work Day – preparing for RailFest
- Sun 10 October **RAILFEST 2021** 10am to 4pm please contact Philippa president@railheritagewa.org.au if you can assist.

FROM THE PRESIDENT (Philippa Rogers)

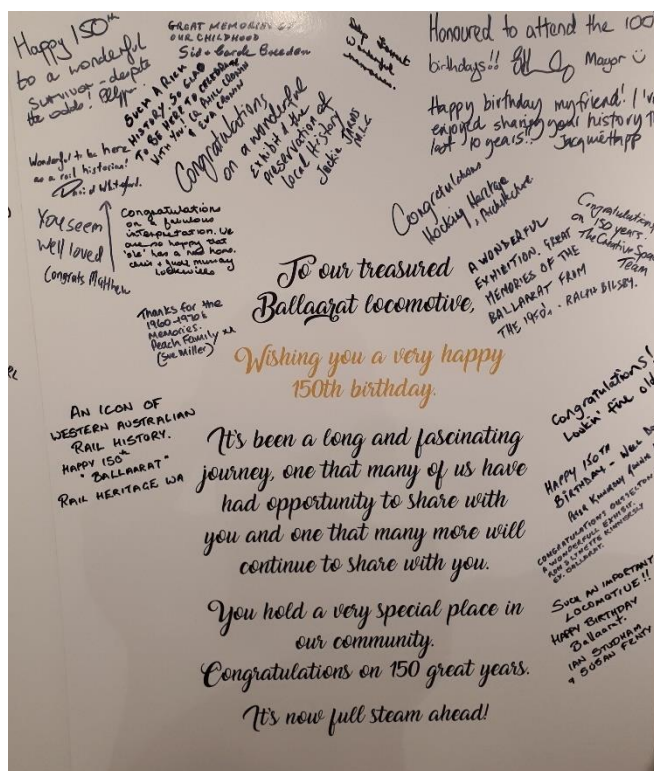
This month the focus of this newsletter is on WA Rail 150. The reports may be considered lengthy, but they will be our record of these celebrations and hopefully the various photos will give an idea of what happened to people who were unable to attend.

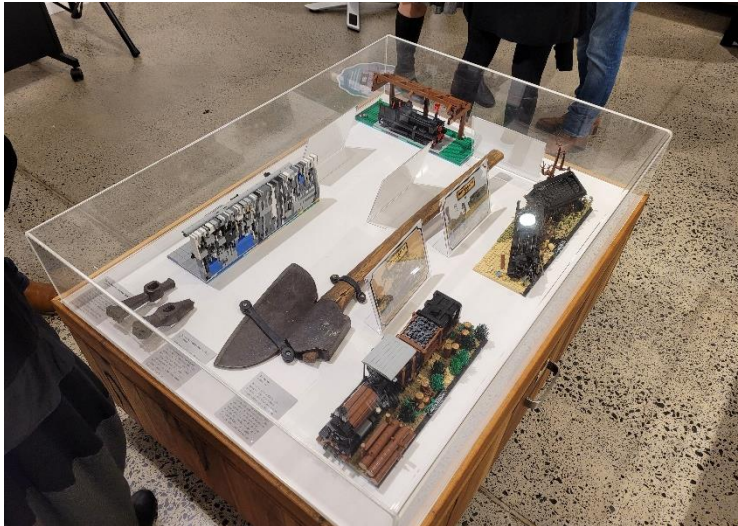
Our WA Rail 150 celebrations over the weekend of 21 and 22 August were the most significant of the year's activities. As WA's first steam locomotive *Ballaarat* ran on the purpose-built Lockeville to Yokonup railway it was fitting that the weekend's events were based in the South-West.

On **Friday 20 August** the City of Busselton had a 150th birthday celebration for 'Ballaarat' including the opening of a new exhibition about the locomotive's story.

As members of Rail Heritage WA assisted in various ways towards the new exhibition, we were delighted to be present and congratulate the City of Busselton in their preservation of 'Ballaarat'. Members including Jeff Austin, Allan Tilley, David Whiteford, John Wearmouth and I were acknowledged for their contribution to the exhibition – a physical one as well as a digital one.

It isn't often you get to sign a 150th birthday card!





A special attraction at Busselton were the models of Ballaarat at various times of her life - made by Ryan Masters of WA Brick Society. (G Higham)

Saturday 21 August focussed on WA's first railway with a ceremony at the National Trust's Wonnerup House. The original railway ran through the corner of this property and is the location for our monument marking that – the one that was unveiled at the Centenary celebrations in 1971.

Geoffrey Higham was our MC, fitting as his father was MC at the Centenary event and we were entertained by the Bunbury Youth Fusion Choir before and after the ceremony. The weather teased us with some light drizzle but it wasn't really a problem (especially for those like me who were sitting in the marque).

Bunbury Youth Fusion Choir with Hon David Templeman after their railway themed performance.



After a Welcome to Country by local Wadandi Elder Sandra Hill (whose grandfather was born at Wonnerup House) and her niece Shannon Clohessy we had speeches by RHWa President and Grant Henley, Mayor of the City of Busselton. Mr Henley recalled being a young boy at the Centenary celebrations and spoke about how important *Ballaarat* is to the people of Busselton.

Following a very complimentary speech by the Hon David Templeman MLA Minister for Tourism, Heritage and Culture and the Arts, he unveiled a new plaque to mark 150 years of railways in WA. We thank all who attended and acknowledge the support of the South West Development Commission and the City of Busselton in enabling us to hold this event and to the National Trust of Australia (WA) for their provision of the venue.

Minister Templeman's Media Statement can be found here:

<https://www.mediastatements.wa.gov.au/Pages/McGowan/2021/08/Celebrating-150-years-of-railways-in-Western-Australia.aspx>.

Comments include: *Volunteer run Rail Heritage WA has played an instrumental role in the preservation and restoration of WA's railway heritage and was the driver behind the restoration of the beloved Leschenault Lady, which now resides at the South West Rail and Heritage Centre in Boyanup*

Left to right: Sandra Hill, Philippa Rogers, Hon David Templeman MLA, Hon Jessica Stojkovski MLA and Hon Jackie Jarvis MLC at Wonnerup with 150th Anniversary plaque.

(T Stanley)



A very big thank you to Allan Tilley for repainting monument – not an easy feat trying to find dry weather in July! But it looks much better for the care and now has our 150th Anniversary plaque installed thanks to Ian Studham.

For many people though the return to steam of 'Leschenault Lady' **on Sunday 22 August** at the South-West Rail & Heritage Centre in Boyanup was the highlight of the weekend with 1700 people coming along to see it. She was waved off by Hon Jodie Hanns MLA to the sounds of the Bunbury City Band playing 'Celebration'. A large crowd had gathered for the 9.30am ceremony and were not disappointed as *Leschenault Lady* steamed through the old Bunbury Roundhouse to emerge to the excitement of many (and the relief of a few).

We thank the WA Government for their \$20,000 contribution towards the restoration as part of the election commitment grant program. Not only is she WA's oldest operating steam locomotive but 'Leschenault Lady' ran the Centenary train between Bunbury and Wonnerup 50 years ago so very fitting that she was a part of the 150th Anniversary. Well done to all involved in restoring this 1898-built steam locomotive to operational condition and who assisted in this event or others over the weekend.





Jodie Hanns waves the green flag as Leschenault Lady passes through the streamers.

(T Stanley)

The Bunbury City Band, a number of whose members were involved in playing when Leschenault Lady left the Bunbury Railway Station in years past were very pleased to take part in the event.

(Photo: Bunbury City Band)



A good crowd arriving early to see the moment of reveal.

Invited guests then joined us for morning tea – thank you to Sue Studham and Jane Hunnisett for their care of our guests and the Capel Men's Shed for the use of their facilities.

Leschenault Lady was the main feature of the day of celebrations but there were many more activities taking place at the South-West Rail and Heritage Centre. As usual this included the SW Blacksmiths at work, various model railway layouts but included additional items such as an exhibition of work by renowned blacksmith Malcolm Payne in a Shire of Capel display. The Shire also brought along childrens' games.

A massive thank you is owed to Debbie and Ted Pickston, Secretary and President of the Boyanup Foundation, who assisted so much in the preparation of the day and were very much our local voice – whether liaising with suppliers, including food trucks or featuring in news stories. Without them my organising of this event would have been so much harder. This was an excellent example of partnerships in the community.



The WA Brick Society brought along their lego layout with operational trains and the models of Ballaarat.

Our sales team led by Geoffrey supported by Rita, was assisted by Lachlan and Anna and had an excellent day. You can also see here a new banner that features the various activities of Rail Heritage WA.



We also had a historical display that was alongside the early design proposal for a new Interpretive Centre to replace the condemned old Goods Shed. A TV alongside showed a film made by Trent Stanley and featuring Noah, James and Debbie that opens the appeal for funds to complete the planning for the new building. It is a complex exercise but one that is essential for the SWRHC to prosper and will provide a home out of the weather for our rollingstock.



Team of the day must have been James and Kerry who being placed at the entry checking tickets and charming people for donations, must have spoken to all the 1700 people.

No cash ... no problem, we can take your donation on EFTPOS! All donations received are going towards the new building planning.

Our marshals, John H & Tristan, Tristan C, Jack, Dom, Noah, John W and Mitchell under Ian as Lead Rail Operations, kept people safe on the day. The loco crew also assisted when not on the footplate while Brian and Alasdair kept an eye on the people in the carriage viewing areas. And below, at the end of the day there was still some energy for a smile from the people who had worked so hard and the day and earlier to make it a success. Thank you.



Two questions have been frequently asked about Leschenault Lady now she is back in steam and here are the answers. Firstly – will people be able to have a ride? The answer is not yet as it is necessary for us to be accredited to do so under national laws governing rail operations and our current focus is on being able to safely operate steam locomotives while training people in all aspects that this entails. But one day we hope to be able to take that next step.

The other question is about where the locomotive will run to. The dream is to secure the remnant of the Capel branch and have it removed from being part of the mainline to set it up as a heritage specific line allowing the operation of 'Leschenault Lady' and other heritage rollingstock. In the meantime, we will be rehabilitating more of the railway track that leads towards South-West Highway to extend the demonstration run.

RESTORATION AND MAINTENANCE G 233(Ian Studham)

Well, we finally got there – G 233 was complete and looking fabulous for its relaunch at South-West Rail & Heritage Centre in Boyanup on 22nd of August which also coincided with the 150th anniversary of railways in WA. (*Photos by Philippa unless noted.*)

It's been a busy few months and the last few weeks were no exception with regular trips to Boyanup to deal with all the final assembly issues and preparations for the big day. After the successful steam test reported last month, we pushed ahead with the reassembly of the steam delivery and exhaust piping in the smokebox and the final reassembly of the brake piping in the cab. The fireman's side motion was returned after attention at Bassendean and put back up and the connecting rods on both sides were reinstalled. The big 21-inch vacuum brake cylinder under the loco's cab was reinstalled and final braking pipework was connected up between loco and tender.

Piacentini's once again provided invaluable support and paid their contractor spray painter to spend a day applying the gloss black paint to the boiler and running boards, and Garry and his crew at Boyanup carefully removed the masking around the cab and boiler bands the next day revealing the (almost) finished product which looked fantastic. We have used Watty! Ag-Enamel on the loco which is a big step above normal gloss enamel and this paint should hold up well for many years, especially seeing the loco will be stored indoors on display when it's not in steam.



The first of the two black topcoats of paint being applied, with the masking up evident.

Our team returned to Boyanup during the week before the event for lots of finishing off which included the return of the dome to its rightful position, fitting of the reglazed cab windows, laying a new cement floor in the smokebox, reattaching the cowcatcher, getting on with re-wiring the loco's electrics and a hundred other little jobs.

We had the G class in steam on Friday 20th in order to make sure all was well and moved it under its own power that day for the first time since 2004. This was also the first time that Rail Heritage WA has conducted steam operations under our newly granted variation to accreditation which allows us to move steam, diesel and self-propelled railcars for the purposes of demonstration or shunting for maintenance or display. So while just being a short movement it was a significant moment.



The masking tape on the front buffer is an indication of those finishing touches to be completed before the big day.

After that it was back into the roundhouse for more finishing works including painting the front buffer, cowcatcher and smokebox door plus lots of polishing of the brass boiler bands, dome and numberplates.

While all this was happening we were also getting on with a big shunt at Boyanup to have everything in place for the big day but also to reposition rollingstock for future work. ACM 391 finally broke cover from its resting place of many years in the roundhouse as its internal and external restoration is finally complete, and where better to showcase this car than behind the Leschenault Lady! As detailed in past updates, this car has had an extensive restoration internally and externally and has taken many years to get back to this standard. Some of the key people involved were the late Terry Coleman who installed all new external panelling and timber cover beading, the late Ross Booth a retired WAGR carriage painter who had a big influence on our painting methods and practices and who gave the car his trademark thorough preparation and brought it up through the undercoat and 50/50 stages which served as the excellent base for the topcoats, John Budd of Busselton who carefully re-assembled each compartment, identifying hundreds of fittings and mouldings and making sure they went back into their correct location, and Garry Moore of Boyanup who has led his small team in the final painting, floor vinyl installation and the other finishing jobs. This car is a credit to all of these guys, and what's even better, when we coupled it to the G and put the vacuum through the brakes worked fine after all these years!

ACM 391 looked great behind the G class and has now been put inside the goods shed for protection but will be out and about the next time the G class is steamed. Moving the ACM out of its long-time berth meant that H 18 could be retrieved from exile in the goods shed and placed back in the roundhouse for display. Sharing the same road is Y class diesel 1116, and Garry and the Boyanup guys are keen to get stuck into the necessary preparations for a full repaint of this loco. Plenty of prep required, but the bodies of the Y classes are predominantly aluminium so they won't have to deal with much rust.

We also moved the Bunbury Port Authority crane from near the goods shed into the storage sidings. The crane had been sitting on some questionable track and was also in the way of the intended viewing of G 233. Johnno started oiling all the moving bits on the crane months ago so when it came time to give it a bit of a tug and see if it would oblige it was pleasing to see it happily move after the first revolution of the wheels. It was also good to get it off this trackage which we immediately clamped out of use, and which Dom later in the weekend made sure would not be used again by dismantling. Ultimately this line will become the third

track into the planned new interpretive centre pavilion at Boyanup which will replace the condemned goods shed, but that will mean complete rebuilding on a slightly revised alignment.

AYC 511 and AQL 288 came out of the goods shed and were teamed with Museum van ZJ 270 to provide plenty of vantage points for the public to sit and watch G 233 trundle past. Their second job was providing nearly 60 metres of very solid barricading along the public viewing perimeter line. Alasdair and Anna once again went through and gave these cars a complete clean and had them looking very presentable. I installed a customized mesh screen in the ZJ which allowed us to have one of the big freight doors open for the public to view the passing steamer without falling out.



Alasdair also needs a special mention for all his work in putting up the temporary fencing required for the day. Our rules say no general public wandering freely in the active rail reserve so we needed to set up a fair length of barriers and Bunnings Bunbury donated a couple of packs of star pickets and 200 metres of plastic temp-fence towards this objective – our thanks to them for this gesture. Alasdair handled all of these arrangements but did enlist his son-in-law to do the hard work of driving in the pickets. Alasdair also made sure the fencing was dismantled and stored after the event, another one of the behind the scenes jobs that can easily be overlooked but so important nonetheless – our thanks to you Alasdair because dealing with all this meant one less thing that others had to worry about.

Our lead accreditation Trevor Nunn arrived on Saturday and immediately set about conducting a training session for several of our volunteers in our safeworking and shunting procedures. This was followed by practical assessments by myself and Dom during the shunting movements out in the yard. This was necessitated by the fact that we have migrated several of Bennett Brook Railway's steam qualified personnel over into our safety management system in order for them to be able to drive the G class. However our rules and procedures are not the same as BBR's with variations in many areas, so these people needed to be schooled in our procedures and also undergo a G class familiarization.

However it wasn't just the BBR people involved. Noah has turned 18 so he can now be qualified in safeworking and shunting after sitting by and watching the rest of us at it for the past 2 years, and our boiler inspector Doug Craigie spent half his life driving G classes for the timber mills so we have looped in his driving qualifications but needed to bring him up to speed with our other various procedures and rules. This meant that on the big day of the relaunch we had 4 qualified steam drivers on duty, including Doug, and they all rotated

around driving and firing through the day. It also meant that Brayden, Alex and Michael were able to work with and observe Doug on the G class, as who better to learn from than someone who has a lifetime of experience on these types of loco.

On the morning of the 22nd the boys were in the roundhouse putting a fire in the G as the dawn broke and it was well up to pressure by the time of the relaunch at 0930. We had a staff briefing in the roundhouse at 0830 which was attended by Peter Cummings and Paul Butler from ONRSR (The National Rail Regulator) who were invited guests of the day. After that it was staff to positions for a 0900 start for what was to be a busy 6 hours.

After the speeches the G class emerged from the roundhouse, was flagged off by local MLA Jody Hanns and broke through some ribbons to be officially relaunched into service. We then settled down to a regular cycle of demonstration runs from outside the roundhouse to the limit of the barricaded trackage just short of the pedestrian maze out in Boyanup yard.



This photo by Brayden Hesford shows the mesh barrier that was placed in the sliding doorway of ZJ 270 to provide safe but close up viewing and photography.

In the afternoon we coupled onto restored dogbox car ACM 391 and gave the G class something to haul and the crowd a bit of a glimpse at the Vintage Train of past years.



All went well through the day, the G class looked magnificent and the 1700 people who attended were very complimentary of the loco's presentation and our efforts in making it operational again. The day closed at 3pm and by 4 the Leschenault Lady was being put to bed in the roundhouse awaiting her next steaming which will be the 24 October open day at SWRHC.

It's been a long road back for the G class considering her boiler was lifted off and sent to Cutts Engineering in Manjimup for repairs in 2015, and certainly the last year and a half has gotten progressively busier as the pace of reassembly quickened and deadlines for things like boiler tests approached. For all that it's still been down to a relatively few devoted volunteers who have stayed with the project and made sure that things were done properly. The real heroes are John, Brayden and Noah who have dedicated an awful lot of their lives to this cause for the past 2 years. John with his trade skills, steam knowledge and attention to detail making sure everything is done properly, Brayden with his endless energy and motivation keeping the pace going and doing much of the sourcing and supplying and Noah with his willingness to tackle any and all big and small jobs involved in cleaning, repairing and re-assembling the many components which go to make up this locomotive. Andrew Grayson is another who was very involved in the project but has been overseas working (and playing with steam) in Germany in more recent times and will have been watching the videos and photos of the launch with interest and some envy that he couldn't be here to share the moment.

Kirk, Dominic, Mick and myself have all played our parts getting involved in the boiler lifts and tender transport, installation of new boiler cladding, cleaning and painting the frames and wheels or other works that needed everybody's involvement. Alex has gotten involved recently and has devoted his time to polishing the loco's brasswork back to showroom standard – although it should be noted that the beautiful job on the dome was done by Noah up in the workshop at Bassendean. Mitchell jumped in the day before the launch and repainted the cowcatcher and buffer beam, once again taking the pressure off someone else from worrying about this task and doing a very fine job.

Last but definitely not least is Philippa who made the call to fire the loco on wood for the launch because she could see the logistics of coal were going to be too much on top of everything else and went ahead and booked firewood delivery, plus being instrumental in getting a \$20,000 cash injection from the state government as an election promise which has been put to very good use in getting the loco finished for the 22nd August. Philippa has also been the main liaison with Colin Piacentini arranging the recent painting of the loco and also dealing with Simon Piavanini of Collie who made and donated the new set of boiler cladding (Simon was referred to us by Colin Piacentini). She also did the research into paint from Wattyl which resulted in the decision to use the Ag Enamel. Philippa is the one who steps in and tells us that it's time to stop and have a rest after we have all been going hard for hours without noticing the passing of time, and she even resorted to bringing us coffee and bikkies in the roundhouse in the days prior to the launch to ensure we all had a break in between getting all the jobs done – and all this while she was organizing the rest of the event (marquees, locations of food vans, staffing, online bookings etc) plus organizing the separate official WA Rail 150 event at Wonnerup house on Saturday 21st!

Anyway, it was a big few days and very satisfying for us all to be part of. G 233 is back in steam but still needs a few finishing touches – like getting the whitewall tyres finished, installing the timber floor in the cab, making the electrics operational and working out a couple of gremlins in the braking system. Small fry compared to what has just been achieved.



Life goes on in Bassendean as usual with several projects ticking over but we'll leave them for next month!

LOCOMOTIVE HISTORY – GM 1 (Jeff Austin)

In October 1912 the Minister for Home Affairs, Hon. King O'Malley announced that the express trains on the Trans-Australian Railway would be hauled by internal combustion locomotives, as were being developed in Switzerland by Dr. Diesel. This was the early experimental days for diesel traction and O'Malley later ordered four steam locomotives from Clyde Engineering Works, NSW. The 'vision' of O'Malley and the products of Dr Diesel and Clyde would come together forty years later with the first mainline diesel electric locomotive built in Australia. This is the story of GM1.

Since the mid 1940s the Commonwealth Railways had been searching for new locomotive power, preferably diesels. Water and coal problems made steam power an expensive option when compared to the modern diesels that had been operating successfully in America for a number of years.

In 1949, an order for eleven diesel-electric locomotives was placed with Clyde Engineering Co. Ltd, Granville, NSW. The design selected was a modified version of the American F7 Bo-Bo model, manufactured by EMD-GM. The need to conform to Australian loading gauge restrictions resulted in the height of the unit being lowered and the car body being stretched to accommodate all the internal equipment and the provision of the A1A-A1A bogies, with four traction motors.

GM1 was the first mainline diesel-electric locomotive to be manufactured in Australia. Makers serial number: ML1-1, it was powered by an EMD 567B, V-16 diesel engine, producing 1120kW. Weight was 111 tonnes, with a top speed of 143km/h. It ran its initial test run from the Clyde works, Granville to Penrith and return on 24 August 1951. It later worked to Albury, where broad gauge transfer bogies were fitted for the journey to Port Pirie. When its own bogies had been re-fitted, it made its inaugural run for the CR on 22 September 1951, hauling a passenger train from Port Pirie to Port Augusta. It then underwent a two week trial hauling goods trains across the Trans-Australian railway.

Clyde builders plate on GM1 at Perth Terminal, 24 September 1976 (Jeff Austin)



A ceremony was held at Port Pirie Junction on 6 October 1951 for the purpose of naming GM1 *Robert Gordon Menzies* in honour of the Prime Minister. The ceremony was performed by his wife Mrs Pattie Menzies after which she took the controls of the locomotive as it headed to Port Augusta with a train of special guests to attend a celebratory dinner. The PM was in the cab with his wife, along with engineman Peter Henneker. Mrs Menzies had the train up to 70 miles per hour when she forgetfully took her foot off the dead-man's treadle and the train came to a shuddering halt. The PM remarked, "You do it like an expert Pat, but I'm thankful Mr Henneker wasn't far away."



GM1 name Robert Gordon Menzies at Perth Terminal, 24 September 1976 (Jeff Austin)

The GM1 class, GM1-GM11 were delivered between September 1951 and July 1952. They were an immediate success, displacing steam from all regular mainline work on the Trans-Australian main line between Port Pirie, Port Augusta and Kalgoorlie. What is not generally known is that during this period GM 1, and possibly GM 2 and 3, were put to work with the aim of immediately eliminating steam working on the most difficult and costly central section of the Port Augusta to Kalgoorlie run. To achieve this the C class steam loco's would work a train out of Port Augusta to Pimba or Tarcoola where the GM would be waiting to take over and work west to perhaps Rawlinna or Zanthus, where a C class steamer would be waiting to take the train onto Kalgoorlie. This meant the diesels would be "stranded" for quite some time between Pimba and Zanthus.

In their first fourteen months of hauling the Trans-Australian passenger trains, GM1 and her sisters hauled the old wooden-bodied, non air-conditioned sets. The luxury trains to replace them were on order from Germany and finally arrived towards the end of 1952.

On 13 December 1952, GM1 hauled the new Express set from Parkeston into Kalgoorlie to be platformed to await the arrival of the narrow-gauge steam-hauled 'Westland' from Perth. Pushing tender-first on the rear was a Ga class steam loco which, upon arrival, was to hold on to the train while GM1 was cut off and run forward to the dead-end of No.1 dock platform. While waiting to be set through the crossover to the other road, GM 1 received an almighty whack in the rear from the full set of Wegmann coaches, which propelled it forward, demolishing the substantial dead-end, shedding the leading bogie and coming to rest with its nose close to the platform canopy. Another few metres and it would've have entered the gent's toilet! GM 1 was re-railed and repaired over the following week and hauled the Trans train from Kalgoorlie on 22 December 1952.

The GM class, up to the arrival of the CL class in 1970, operated all trains on the Trans-Australia line. In the years following their introduction in 1951, an increase in tonnage over the TAR and opening of new lines required additional locomotive power and the more powerful GM12 class of Co-Co bogie locomotives were introduced from 1955. As the standard gauge system expanded, the GM sphere of operations extended to Leigh Creek/Maree in 1957, Broken Hill in 1970, Whyalla in 1972, Perth in 1973, Alice springs in 1980, Adelaide in 1982, Wallaroo in 1989 and Apamurra in 1995.



GM2 + CL3 hauling the 'Indian-Pacific' at Perth Terminal, 12 April 1974 (Jeff Austin)

A ceremony was held at Port Augusta in March 1965 to celebrate GM 1 having travelled 2 million miles in service.

On 30 October 1973 the first CR locomotive hauled the 'Indian Pacific' through to Perth Terminal. This was hauled by CL 13 as a trial run and was repeated on 16 December 1973 when the train was hauled by GM 40 + CL 15. The use of CR locomotives became a regular working from 6 February 1974 when GM 27 + GM 28 came through to Perth. Over the following 3 years the train was hauled by a variety of CL and GM locomotives, generally using the more powerful GM12 class. GM 1 was noted hauling the train on 15 June 1975 and 24 September 1976. This latter occasion was to mark its 25th anniversary in service and the locomotive was adorned with a banner provided by the ARHS WA Div.



GM1 + GM14 haul the '25th Anniversary' train with XA 1406 + XB 1006 off the 'Albany Progress' running past at Perth Terminal, 24 September 1976 (Jeff Austin)

In July 1975, GM 1 was transferred to 'Australian National Railways' and at a ceremony to celebrate 3 million miles in service it was presented in the new ANR livery.

In March 1981, GM 1 was the first ANR locomotive to be painted in the new corporate livery of green and gold. In the same year, it teamed up with GM 2 to haul a wine tour from Adelaide to Sydney.



*GM1 + GM5
hauling the
'Indian-Pacific'
at Kalgoorlie
station, 2 March
1986.*

(Simon Barber)

The arrival of the DL class from 1988, EL class from 1990 and AN class from 1992 spelt the end for the early members of the GM class and by 1989 GM 1 was relegated to shunter at Port Augusta. All the GM1 class, with the exception of GM10, were withdrawn by early 1990, with seven going for scrap and three passing into preservation. GM 1 was stowed in the dead end road at Port Augusta station on 11 April 1994 while the last GM1 class in traffic in government service was GM10 withdrawn in September 1994.

GM1 was removed to Port Augusta workshops in November 1993 for restoration into operational condition in original CR livery. It was unveiled in November 1997 and returned to service with 'Australian Southern Railroad' in December 1997. GM1 was retained in Federal Government ownership but was placed in the custody of ASR at Dry Creek, SA.

In July 1998 it was towed to Sydney, via Melbourne, for the 50th anniversary celebrations of Clyde Engineering/EMD at Sydney Central station. This display also included the Westrail locomotives, L 262 and Q 319. On returning to Adelaide from this event, GM 1 continued in traffic hauling grain trains to Port Adelaide but was now a 'last resort locomotive' due to reliability issues and was eventually withdrawn and stored at Islington Workshops in December 1999. It was removed from storage on 22 February 2000 and ran light engine to Keswick Passenger Terminal to celebrations marking the 30th anniversary of the 'Indian-Pacific'. A return to grain train haulage followed until withdrawn and stowed in October 2000.

It was returned to traffic on 6 September 2001 and hauled grain trains from Gladstone in preparation for the long journey to WA for the Federation train working. GM 1 arrived at Forrestfield on 16 October and hauled the Federation train, with L 262 from East Perth-Kalgoorlie and return on 22-25 October. It then returned to Adelaide and storage at Islington Workshops.

A shortage of locomotives saw its return to service on 11 March 2002 and it worked numerous grain trains to various locations around SA, even venturing into Victoria with a track recorder train on 23 September 2002. It was shortly after returned to storage at Dry Creek, SA.



GM1 hauling the 'Federation Train' and W 903 at Northam, 25 October 2001 (Jeff Austin)

In November 2010, the Dept of Infrastructure and Transport placed GM 1 in the custody of Rail Heritage WA. In September 2016 it was towed dead with GM 10 from Adelaide to Parkes and then onto Goulburn, NSW. On 1 October 2016 it took pride of place with many other similar locomotives at Streamliners 2016 at Goulburn. It received some attention from the fans and was presented in authentic CR livery. A few days later it was towed back to Parkes and stowed.



GM 1 at Streamliners in October 2016.

(P Rogers)

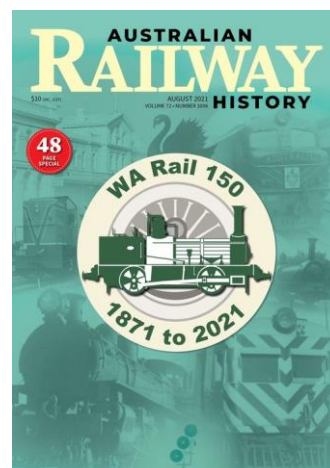
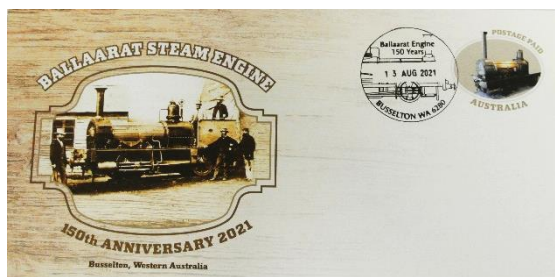
GM 1 remains at Parkes today but hopefully in its 70th year will make the long journey to the rail museum at Bassendean.

ED: Unfortunately, it has become necessary to move GM1 to WA by road and while waiting for a permit to access the yard at Parkes to facilitate this transfer COVID-19 lockdowns have occurred in NSW which have made arranging such a move almost impossible until the current situation changes. It had been intended to have it in WA by Railfest 2021 but this is not to be.

SALES

An apology to those who have not received your new RHWA jackets. As the actual jackets have to come from NSW there has been a hold up with the supply of some sizes. When your items become available you will be advised.

Two WA Rail 150 items for sale are: the August edition of Australian Railway History and a Special First Day Cover of the PPE of Ballarat.



50 Years Ago This Month



Left: Kalgoorlie Marshalling yard Sept 1971, P 01769

Below right: ADK set at Midland Station, R McMillan Sept 1971, P03129



Above left: X 1029 "MULIARRA", departing No.7 platform, Perth Station on a suburban passenger train for Armadale, D Beazley, P06460



ARCHIVES (G Watson)

The following requests for information have been received by us during the past month.

No.	Subject	Purpose
71	N class steam loco photos	Publication
72	Wagon PRO plate	Self
73	WAGR CTM photo	Family history
74	D class brakevan drawing	Self
75	Locomotive classifications	Self
76	WAGR employee record 1911-41	Family history
77	Bunbury goods shed photos	Video
78	Rail tank wagons, photos and drawings	Self
79	Brakevan Z 464 history	Self
80	WAGR employee record 1898-1945	Family history
81	Identify 1910 Mt Barker photo	Local history
82	Coach oil lamp at Mt Magnet	Local history
83	Boyanup railway houses	Local history
84	Brunswick Junction photos	Local history
85	Photos for 150 th WA Railways, Revolutions Whiteman Park display	Exhibition

NEWS FROM AROUND THE STATE (Simon Barber)

CBH GROUP GRAIN RAIL CONTRACT

CBH has awarded the upcoming contract for the operation of its rail services to Aurizon. This covers all facets of the rail operations, including maintenance of rolling stock, provision of train crews and scheduling of services. Aurizon will take over from incumbent operator Watco WA Rail, with transition occurring over several months until a full takeover during November 2021. This is before the original planned expiry date of 1 May 2022. Aurizon has been granted a six-year contract, with provision to extend by two periods of two years each.

Aurizon will utilise the existing ten fleets of CBH locomotives and wagons. An additional three fleets will be made available to add extra capacity during times of need, one standard gauge and two narrow gauge. Aurizon has already been doing this in the Geraldton zone during 2021, where P class locomotives and XT wagons have been supplementing the CBH fleet in the district. During August, a CBH loco was relocated from Mingenew to Narngulu for the purpose of crew training by Geraldton based Aurizon drivers. Standard gauge AGAY wagons are currently in storage at Avon Yard, although bogies need to be sourced for them.

Avon Yard is to be reactivated as a maintenance and storage depot. Facilities at Forrestfield, Narngulu, West Merredin, Wagin and Albany will be available for servicing of CBH rolling stock.

Media reports in late August indicated that Aurizon had been examining a possible takeover of the eastern seaboard grain logistics operator Graincorp. CBH Group was viewed as a potential partner in the acquisition, enabling it to spread its grain handling and export operations into regions beyond Western Australia.

MACARTHUR MINERALS

Macarthur Minerals has signed two rail haulage deals for iron ore. One involves the transport of iron ore from West Kalgoorlie to Kwinana using Aurizon as the rail provider. An annual rate of up to 500,000 tonnes is projected. The other deal is with Pacific National, and is for the cartage of iron ore from Kalgoorlie to Esperance. This will involve an annual task

of up to 400,000 tonnes. Both deals are contingent a number of conditions being met, including suitable agreements being made with the relevant port authorities, Fremantle and Esperance, for exporting of iron ore. Macarthur envisages services commencing in the first quarter of 2022.

Macarthur has an iron ore deposit which is at Lake Giles, around 180km north-west of Kalgoorlie. In addition, an arrangement has been made with GWR, which mines iron ore in the Wiluna region, for transporting up to 400,000 tonnes of ore per annum through Esperance for two years. This will be in addition to the ore which GWR sends through the Port of Geraldton using road transport.

MINERAL RESOURCES LIMITED

Mineral Resources has now diverted its Mt Walton – Kwinana iron services to Esperance. This means that no iron ore is currently been railed into Kwinana, although Macarthur Minerals is proposing to commence using the export facility there from 2022 (see item above). The Mt Walton siding has been altered to provide streamlined access for both eastbound and westbound services.

MOUNT GIBSON IRON

Mt Gibson has commenced hauling iron ore from its new Shine deposit to Geraldton Port by road. It has informed the Australian Securities Exchange that it intends to reactivate the Ruvidini siding, near Mullewa, for transshipment of iron ore from road to rail for the final segment of the haul. Ruvidini was previously used for the loading of iron ore from the Talling Peak mine.

PTA / METRONET

The first sod on the Lakelands station project was turned on 1 August, with construction work to fully start in October. The station will be in the 23km Warnbro – Mandurah section, around 7km north of Mandurah. It is expected to be ready to accept passengers during 2023. A bus interchange and car parking will be provided at the station.

A full closure was in place on the Midland suburban railway over part of the weekend of 14 – 15 August. This was to facilitate works on the Tonkin Highway overbridge at Bayswater in connection with the Tonkin Gap Project.

FROM



Who says that Accountants and Rail Museum volunteers don't work together?

We recently welcomed seven wonderful helpers from our local RSM who set to work at the Rail Museum as part of their twice yearly Community Help Day. Community organisations were encouraged to apply for additional help in terms of cleaning, gardening, painting and other such chores. *We were the lucky recipients of a day's help.* How invaluable additional pairs of hands can be when the never ending list of jobs becomes overwhelming for the few volunteers!



Seven wonderful helpers arrived and were soon hard at work washing and polishing Station windows, dusting long forgotten corners, attacking cobwebs with gusto, sweeping and mopping the sturdy wooden floors and lovingly wiping over the items in our precious collection. Such a transformation in a few hours!

All this is in readiness for the **Gateway Merredin “Troops, Trains and Treasures” Festival** being hosted over the long weekend of the 24-26 September 2021. The Festival promises to be a perfect opportunity for us to showcase our Central Wheatbelt town and promises to give visitors a great experience of being part of tours and heritage walks, markets, workshops, movie nights, concerts and parades. Naturally, we will be in attendance at the Rail Museum all weekend – entry is free and everyone will be warmly welcomed. We are delighted to host **Philippa Rogers (Rail Heritage)** as our keynote speaker on **Saturday 25 September at 10.00am** who will be discussing her book **“Troops, Trains and Trades.”** It is sure to be a fantastic weekend!

If you are thinking about having a great country experience – join us for the weekend in Merredin. Sights of spectacular freight trains of all colours are an added bonus!

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
1 September	A de Smalen	G Bradley	D Ingram	A de Smalen
8 September	A de Smalen	B Williams	D Ingram	A de Smalen
15 September	A de Smalen	G Bradley	D Ingram	A de Smalen
22 September	A de Smalen	B Williams	D Ingram	A de Smalen
29 September	A de Smalen	G Bradley	D Ingram	A de Smalen**
6 October	A de Smalen	B Williams	D Ingram	A de Smalen**
13 October	A de Smalen	G Bradley	D Ingram	A de Smalen
20 October	A de Smalen	B Williams	D Ingram	A de Smalen
27 October	A de Smalen	G Bradley	D Ingram	A de Smalen
3 November	A de Smalen	B Williams	D Ingram	A de Smalen

** School Holiday - Museum opens at 11.00am

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
5 September	K Freind	B Williams	G Watson/ M Gillooly	B Williams
12 Sept	A de Smalen	B Williams	C Forsey	A de Smalen
19 Sept	K Ayerst	B Keay	D Raine	K Ayerst
26 Sept	L McBeath	M Miles	G Higham	G Higham
3 October	Vol Reqd	B Williams	G Watson/ M Gillooly	B Williams
10 October	Railfest – Special Roster to be published			
17 October	K Ayerst	B Keay	D Raine	K Ayerst
24 October	Vol Reqd	Vol Reqd	Vol Reqd	Vol Reqd
31 October	L McBeath	M Miles	G Higham	G Higham
7 November	Vol Reqd	B Williams	G Watson/ M Gillooly	B Williams

Note: the months with 5 Sundays mean we need more help.

Please contact Brian Williams

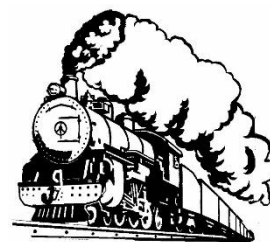
brianwilliams@railheritagewa.org.au if you can assist.



RAIL HERITAGE WA

Members Newsletter

October 2021



FOR YOUR CALENDAR

Sat 2 & Sat 9 October Museum Work Days – preparing for RailFest

Sun 10 October **RAILFEST 2021** 10am to 4pm please contact Philippa president@railheritagewa.org.au if you can assist.

Sun 24 October *Leschenault Lady steams again in the South-West* is the theme of our next South West Rail & Heritage Centre 9am to 2pm

Sat 13 November Prof Peter Newman AO, 'Future of Rail Transport' speaks at our General Meeting 2pm at Railway Museum.

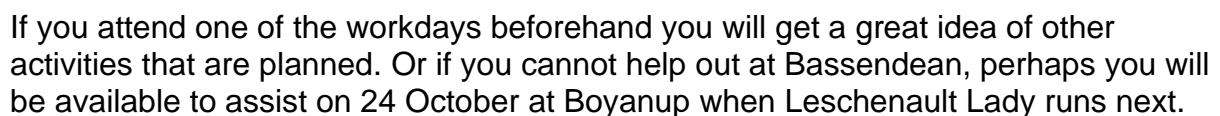
FROM THE PRESIDENT (Philippa Rogers)

Following the WA Rail 150 celebrations in Wonnerup, Hon Davie Templeman MLA, Minister for Tourism, Heritage, Culture and the Arts made his first visit to the Railway Museum on 1 September. He was very interested in our work, our plans and our collection and took time to discuss these with us and meet some volunteers. Thanks to Trent Stanley for the photos.



When their training is completed we look forward to working more with them.

Yes, it is imminent. A big thank you to those who have offered to assist on the day and a special thank you to Tristan Case for his striking poster.



2

RAILFEST WORKDAYS – SAT 2 OCT & SAT 9 OCT 9 (Graeme Bradley)

With Railfest approaching it is essential that we get the museum and surrounds at Bassendean in a clean and tidy condition, in this regard we will have workdays on both **Saturday 2 October** and **Saturday 9 October**. On both days, if you can spare some time to assist between 0900 hours and 1600 hours please come along and help. You are not expected to stay the whole time, just what time you can spare will be appreciated.

Items that will require attention include as follows:-

Saturday 2 October (weather permitting)

- Hose down locomotives (no high pressure, it may damage paint) - keeping water out of the axle boxes so only hose above the running boards!
- Clean all steps to loco and carriage exhibits (high pressure)
- Pressure clean slabs in main exhibition area.
 - “ “ brick paving around toilet block.
- Weed lawns.
- Wash down front verandah and walls front entry building

Note that water cleaning is not possible on final workday because Exhibitors will be setting up in readiness for Railfest on Sunday, October 10.

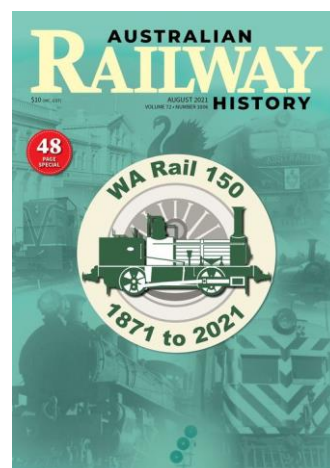
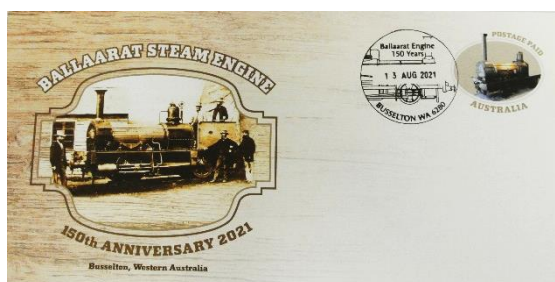
Saturday 9 October

- Vacuum and wash floors, dining car, buffet car, signal cabin, entry building, exhibition building, other exhibit cars as time allows.
- Clean windows on carriages as possible
- Wipe over all exhibit signs
- “ All outside seating
- Set up tables and seats for catering area.
- Prepare Entry building

*Please remember that age old expression “ many hands make light work”
Hope you can assist on either or both days as your time allows.*

SALES

Two WA Rail 150 items for sale are:
the August edition of Australian Railway History and a Special First Day Cover of the PPE of Ballaarat.



The new book of the year is Malcolm Searle's memoirs – see next page for details. This is scheduled to come from the printer in time for RailFest. A huge thank you to Geoffrey Higham for this large editing task, ARC Infrastructure for their sponsorship which was procured by Brian Williams. Members will receive a 10% discount on the book.

The much-awaited
memoirs of
Malcolm Searle

MY RAILWAY LOVE AFFAIR

The new book
from
Rail Heritage WA

Malcolm Searle described his fifty years working with Western Australia's railways as a love affair.

They were years spanning enormous change – for the railways, for Western Australia and for our everyday lives. As a bonus, Malcolm met his future love whilst riding a train, a train which he took for his interest but which led to marriage and family.

Railway employees were often very dedicated, but few were so in love with rail as to work for 50 years, take photographs, collect books and memorabilia large and small, volunteer in a railway museum, and then sit down and write up his life in detail for his family. The quickest scan of his story, printed out in six large ring binders with numerous photos included, showed that here was a wonderful record of how the railways, and life in general, had changed over nearly six decades. Abridged and illustrated, it is now presented as this colourful volume.

The story starts in Malcolm's school years, and extends to his trips looking for old railway relics well after retirement - an invaluable record of the many changes he saw.

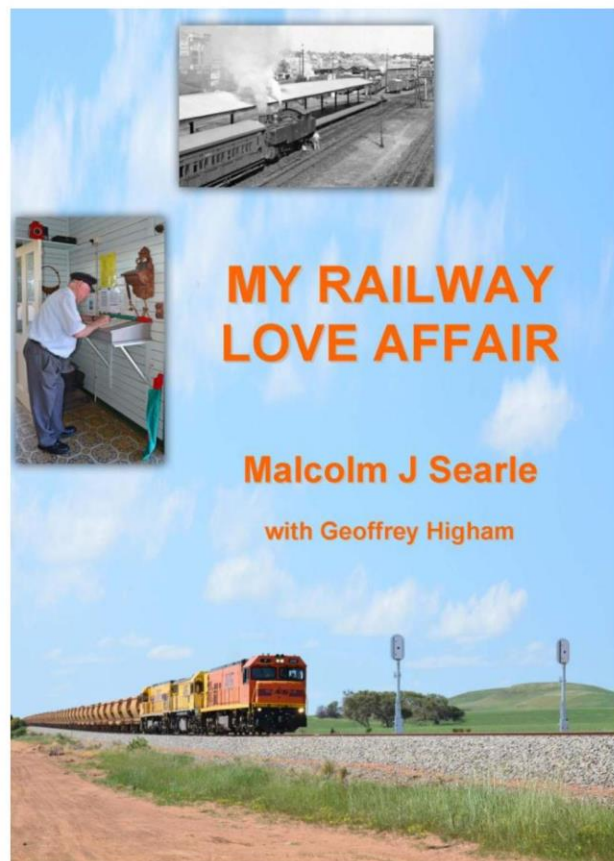
200 pages, numerous photos, most in colour.

Special introductory price for direct sales \$39.00

(recommended retail price \$49.00 will apply to all other sales)

Buy at Railfest 2021
or at the museum
or online:

www.railheritagewa.org.au/sales



Sponsored by ARC Infrastructure

RESTORATION AND MAINTENANCE (Ian Studham)

All the action in August is a bit hard to beat but that doesn't mean we've been resting on our laurels. The loco boys caught their breath and then zeroed in on S 549. The Sammy has been more or less ready for a steam test for several years now, it's just that other priorities and a few little issues were holding things up. It was determined that we had enough time prior to October to get stuck in and sort the jobs to be done and so the boiler inspector was booked for a steam test on 2 October.

Brayden and Noah have been chipping away at the list, sealing up joints, installing new gaskets, checking pipework and re-installing the water sight-glasses. We repaired a small hole in one of the superheater elements – thanks to Kirk for applying his trade welding skills to this job and for also attending to a couple of small holes in the floor of the coal space in the tender – we do aim to keep the water in the tender separate from the coal.

Hoses between tender and loco have been replaced, the fittings in the cab finally fully re-assembled and the boiler backhead cladding painted. John Cole has been running new cabling for the electrics with the aim of having at least some lights working once the loco is able to provide steam to the turbogenerator. Brayden has arranged for both the steam and the vacuum gauges to be tested and calibrated.

We've taken the steam delivery pipes out of the smokebox. This is so the regulator can be opened during the steam test and any debris and muck that has accumulated in the pipes can be blown clear and won't find its way down into the valves and cylinders – same as we did on G 233. Loosening the 16 stubborn bolts holding these pipes to their neighbouring fittings has occupied Noah, Johnno and Brayden for quite a few days and has resulted in some not-so-charitable sentiments being muttered in the confines of the smokebox. Here are the 2 pipes and the bolts in question after removal from the smokebox and transfer to the workshop so the joints and flanges can be cleaned up ready for re-installation.



Hopefully in a week's time we will have good news and the S class will be in ticket for the next 12 months.

G 233 has not been forgotten and Johnno and Dom have been diligently creating a new set of spark arrestor screens for the Leschenault Lady. John had the making of the frames outsourced and has been cutting the newly purchased grill material for Dom to rivet to the frames – all 100% stainless steel so we expect them to last a very long time given the relatively low level of use the G class will be experiencing.

G 233 will be in steam again for the Boyanup open day on 24th October. This will be the last scheduled steaming for this year so the guys will likely plan some summer maintenance tasks and some further finishing jobs on the loco beyond this point.

Shown here are two of the new spark arrestor screens ready for transport to Boyanup:



Over in the car and wagon department, Graeme and Kevin have finished the 50/50 coats on the liftable window sashes of JV 33 and have now moved inside and are applying an undercoat and a fresh coat of white gloss enamel to the insides of these windows plus the fixed top-light windows which sit above the sashes.

When the weather has been inclement and painting has not been the best option, the guys have spent some time in the AVL furthering the gradual re-assembly. The chromed ceiling vents are now back up in the main saloon which certainly improves the look of this area – no longer are there 3 big holes in the roof! John Brown has hung the east end vestibule door which brings us a step closer to being able to close up this car properly for the first time in a long time.

Welcome to a new mid-week volunteer, Colin, who for the moment is helping Graeme and Kev while he gets into the swing of the things but eventually will probably find his way onto the end of a paint brush, possibly on the south side of buffet car AYS 461 “Boulder”.

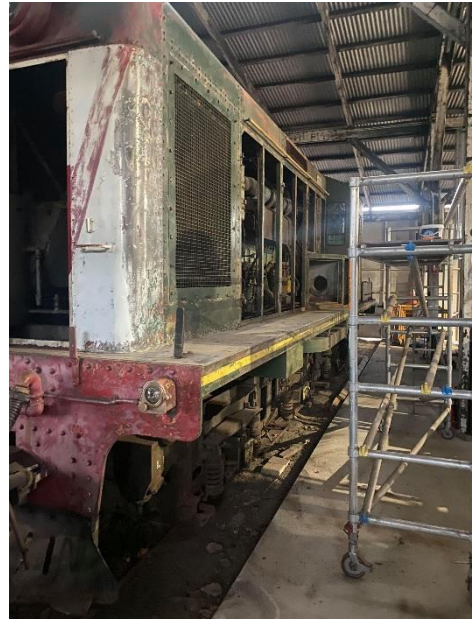
Andy, as weather permits, has been forging ahead with the priming of the standard gauge BAS ballast wagon and this vehicle is looking much better thanks to his efforts.

Back in locomotive land XA 1405 has been re-started after running low on fuel some time back and letting us know in no uncertain terms that it didn't appreciate such an indignity. After receiving a good drink of fresh diesel we spent some considerable time priming the fuel system and even though we suspect that a couple of cylinders may not be getting their fair share of fuel, the loco started up immediately when we decided to give it a try. This was after many spins in a fully decompressed state to ensure the fuel was pumping through the system to the injectors.

Our rail safety accreditation now allows us to move large diesels so once all the required commissioning paperwork and crew training and assessments have been completed you will see the XA moving under its own power under the control of RHWA crews at Bassendean. Having the power of the XA available also allows us to start planning a bit of a re-arrangement of the steam locomotives in the museum as we now have the tractive effort available to easily move them around.

In Boyanup Garry and his team got straight into Y 1116 after we placed it in the roundhouse for them. The engineroom doors are off and are being prepped for repainting at ground level, and the long end nose and buffers are having a lot of old, flaky and faded paint removed in readiness for the application of fresh primer and topcoat. This Y class is in the WAGR larch green livery from the 70s with the white nose and red chevron, and this is the colour scheme which it will be repainted into.

(Photo: B Hesford)



I haven't gotten much car and wagon work done in the last month as I've crossed the demarcation lines and been over in infrastructure land with Dom building a turnout to once again reconnect roads 4 and 5 alongside the storage shed out in the back block at Bassendean. These roads were disconnected when the inspection pit was being built so it's high time we brought them back into use. The alignment of the pit track is actually almost straight down the middle of roads 4 and 5, so the easiest way to reconnect them is by a Y turnout – or "Symmetrical Split" if we care to use the correct WAGR terminology.

Given that we have a fair amount of displaced 63 pound/yard turnout material as a result of the dual gauge installation, we've followed the drawings and used the components from half a left hand turnout and half a right hand turnout – and the result is a nice symmetrical "Y" turnout. The image shows it after we've screwed down most of the rail, established the curve geometry and brought everything to gauge. There's still a bit of jewellery to add such as blade spreader bars and a cheeseknob, and there's plenty of work beyond in curving roads 4 and 5 in to meet the new turnout, but the core of the job is done and we think it's looking fairly good!

ARCHIVES (G Watson)

The following requests for information have been received and have been handled by Jeff Austin

No.	Subject	Purpose
86	Rottneest Island jetty photo	Newsletter
87	Identify metal tag – WAGR/Military?	Self
88	Greenhills station photos & history	Self
89	J. Croly, WAGR employee record 1894-1907	Family history
90	Boyanup station building drawings	Local history
91	Wagon FD 13409 history	Local history
92	EGR railway dams	Self
94	Permission to use images	Media statement
95	Dates of advertising van photos	Personal research

Photographer's name wanted

We have recently received some very interesting photos from the estate of the late Nick Pusenjak but they came without bearing the name of the photographer.

If any reader recognizes the photos and can supply us with the name of the photographer, we would be very grateful.







LOCOMOTIVE HISTORY (Jeff Austin)

W 958 – ARHS Tour, 19 April 1970

In August 1972 the WAGR reserved a group of W class locomotives for future sales. Most of these engines are now preserved but this is the story of the 'one that got away' - W 958.

W 958 was built by Beyer Peacock & Co, Manchester, England (Makers No.7470/1951) at a cost of £35,380. Only the engine was built in Manchester. The final 10 tenders for W951-960 were sub-contracted to Société-Anglo-Franco-Belge, la Croyère, Belgium. Seven of the tenders arrived at Fremantle from Antwerp on the ship 'MUNCASTER CASTLE' on 27 March 1952, while the engine arrived on the ship 'LINARIA' on 16 April 1952. All were in a stripped down condition for shipping and were unloaded and transported to Midland Workshops for re-assembly, painting and trials.

W 958 emerged in the new green livery and entered service on 29 May 1952. After 'running in' work in the metro area for a couple of weeks, it was then transferred to Northam depot. This was during the 6-months long Metal Trades strike which sidelined large numbers of WAGR locomotives. By August 1952, '958' was stowed at Northam awaiting repairs but was soon returned to service.

At that time, Northam was a large depot with 32 W class, working the various main and branch lines. W class were also sent to the out depots at Merredin, York, Toodyay and Wyalkatchem. During 1953 many W class developed serious boiler problems due to broken stays. W 958 was out of service in early 1954 for heavy repairs and fitting a new boiler at Midland Workshops; before returning to Northam in April 1954.

Sightings of '958' during this period –

6 November 1953: collision with 'W 930' at Grass Valley

8 December 1953: hauled No.75 Goods, Northam-Wongan Hills

2 January 1954: hauled No.97 Goods, Northam-Merredin

27 August 1955: hauled No.20 Goods, Miling-Clackline

Following repairs at East Perth in December 1955, '958' was transferred to Kalgoorlie. This depot had an allocation of 20 locomotives, with a mix of steam and diesel locomotives. These were the final days for steam in the goldfields and the three W class worked the branches to Esperance and Leonora. A highlight for '958' was working the 'Esperance Flyer', No.154 Passenger, from Esperance-Norseman on 19 February 1956. This seasonal train usually had 6 or 7 'AP' carriages and carried goldfields people to and from summer holidays in Esperance. By the end of 1956, the two branch lines from Kalgoorlie had been dieselized and '958' was on the move back to the south-west. It underwent a general overhaul at Midland Workshops in July 1957 and was then transferred to Narrogin.

This was a busy steam depot with about 35 locomotives, comprising P, PR and W class. These were based at Narrogin and the out-depots at Wagin, Katanning and Albany. The W class worked to Merredin via Corrigin and Kondinin, and the main line to York and Albany.

Following the next general overhaul in October 1960, '958' was sent to Bunbury. This was to be its last transfer and home depot for the next 10 years. This depot had about 35 locomotives, with the W class working to Bridgetown, Katanning via Boyup Brook, Collie and Busselton. Some W class were also sent to the out-depots at Bridgetown, Pemberton, Busselton and Tambellup.



*W 958 + W 929
hauling a goods
train at
Greenbushes, 15
October
1966 (P09903,
Peter Hopper)*

Sightings of '958' during this period –

20 September 1962: hauled No.3 Fast Goods (with W 909), Bunbury-Bridgetown

14 January 1964: hauled No.70 Goods, Bridgetown-Bunbury

11 February 1966: on the turntable at Katanning

8 March 1969: hauled No.344 Goods, Bridgetown-Bunbury

'958' went into Midland Workshops for its last general overhaul on 27 June 1969. The new boiler installed was No.966.

Boiler No.966

When the W class entered service in 1951-52, the WAGR was supplied with four spare boilers by Beyer Peacock & Co. and these were numbered 961-964. In 1958 it was decided to build two new W class boilers to expedite general overhauls at Midland Workshops. The two boilers, No.965 & 966 were completed on 26 September and 6 November 1958. Boiler No.966 was the last locomotive boiler built at Midland Workshops (The first boiler built by the WAGR was at Fremantle Workshops in 1893). No records survive to tell us which W class locomotive was first fitted with boiler No.966 but it would have been installed in two engines prior to W 958 in 1969.



W 958 hauling
the WAPET tour
train to Coolup,
21 September
1969 (John
Joyce, P18578)

'958' returned to traffic on 29 August 1969 and was sighted during this period –

21 September 1969: hauled WAPET Social Club tour train, Perth-Coolup

2 February 1970: hauled No.21 Fast Goods, East Perth-Brunswick Junction

In November 1969 steam locomotives returned to the Pinjarra-Dwellingup line. To avoid permanently stabling a locomotive at Pinjarra for this work, W class working main line trains would run up to Dwellingup and then resume their journey onto Bunbury. To ensure they had sufficient coal, several W class had hungry boards fitted on the tender to provide an additional one ton of coal. 'W 958' was one of the engines fitted in early 1970.

On 19 April 1970 the ARHS ran a rail tour to Dwellingup, with W 958 and W 943 hauling the train from Perth. At Pinjarra, W 958 was relocated to the rear and banked the train up the hill to Dwellingup. This unusual working was due to weight restrictions on the bridges



W 958 rear banking the ARHS tour train to Dwellingup, 19 April 1970 (Lindsay Watson)

Sightings after this time –

29 May 1970: hauled No.34 Goods, Bunbury-Brunswick Junction

4 June 1970: hauled No.345 Fast Goods, Bunbury-Bridgetown

On 3 September 1970, '958' teamed up with W 907 to haul the NSW RTM RESO train from Bridgetown-Northcliffe and return. This was to be one of its last duties for it was back in Bunbury a couple of days later.



W 958 hauling a goods train at Picton Junction, 1970 (G. Bown, T02304)

W 958 was withdrawn from traffic at Bunbury on 7 September 1970 and stowed at Collie. No final mileage has survived but it would have been about 360,000 miles (580,000km). '958' was written off on 14 August 1972.

The scrapping of the modern steam locomotives began in August 1972 and generally followed a plan to leave those in the best boiler and mechanical condition until last. By August 1974, 20 steam locomotives were still at Midland Workshops, with 10 reserved for preservation and the others awaiting their fate with the scrap yard. In October it was decided to cease cutting up engines and retain those still stowed at the workshops for possible re-use as stationary boilers in the workshops power house.



*W 958 stowed
at Collie 29
July 1973
(Jeff Austin)*

The last to be cut up was S 545, while W 958 had been partially scrapped when the decision was made. The damage inflicted on '958' made it unattractive to potential buyers and it became a source of parts. The tender was removed and fitted to W 908 for its sale to Hotham Valley Railway in 1979.



W 908 at HVTR Pinjarra, with tender from W 958, 23 June 1979 (Jeff Austin)

In 1980 Westrail determined that the loco boilers were no longer required for the power house and advised the preservation groups that the remaining engines would be cut up. The last two W class at the workshops, 906 and 958 were scrapped in June 1980.

Postscript: I have a diary entry, dated 14 June 1974: 'A historical society in Pinjarra plans to run 3 W class (920, 945 and 958)'. The one that got away!

SOUTHWEST RAIL AND HERITAGE CENTRE (P Rogers)

It has been business as usual in Boyanup – except nowhere near as busy as the previous month and many less kms have been travelled between Bassendean and Boyanup. All this changes again next month when *Leschenault Lady* will be in steam again for our next Open Day on Sunday 24 October 9am to 2pm.

SS Roads have generously sprayed the railway tracks and the open storm water drain to kill off the weeds before the fire seasons. They donated their time and equipment, and the volunteers are all very grateful. It is much easier than doing it by hand or covering the area with a whipper-snipper (as Mick Fray has been doing at Bassendean).

If you can assist on 24 October, then please contact me. We don't expect it to have the massive crowds that we had in August, but it is shaping up to be over 500 people visiting.

NEWS FROM AROUND THE STATE (Simon Barber)

CBH GROUP GRAIN CONTRACT (AURIZON / WATCO)

Transitioning has occurred during September with Aurizon planning to take over the whole grain haulage task by November. The Geraldton zone has moved totally to Aurizon crewing, with the final Watco operated grain train into Narngulu running on 12 September. The Albany zone has been earmarked as the second for transitional processes to be implemented. Shunting of rolling stock has been effected at Avon Yard, including the repositioning of L class units in storage. The workshop is to be reactivated for servicing of rolling stock used in the grain haulage task.

Redundant WO / WOA type iron ore wagons have been removed from Avon Yard by road for scrapping. The bogies have been salvaged for placing under the stored Aurizon AGAY grain wagons, whose own bogies were donated to the XU (AGUY) wagons when they were converted to standard gauge. Reactivation of the 60 members of the class will occur at Forrestfield, and will provide CBH with a third set for standard gauge operations, with ownership retained by Aurizon.

Scheduled port shutdowns at the CBH ship loading berths have occurred during August and September at Geraldton, and then Kwinana. No export grain is railed into the CBH discharge facilities at the ports during these shutdowns. Domestic and specialised grain for containers has still been worked into the MetroGrain plant at Forrestfield with up to two movements per day. During September, a number of grain trains originating from the Albany zone ran into MetroGrain, loading sites including Cranbrook, Albany, Lake Grace, Newdegate and Hyden.

ARC INFRASTRUCTURE – MILING BRANCH

The Toodyay West – Miling railway has been closed since May because of bridge repairs required on a structure around 4km north of Toodyay. Work is unable to start until native title issues regarding the site are resolved, with discussions not due to commence until September. CBH has needed to organise road transport to clear the silos at Bolgart, Calingiri, Piawaning and Miling, preparatory to the large anticipated harvest of 2021 – 2022.

ROY HILL

Roy Hill has announced the purchase of the Wabtec FLXdrive battery-electric locomotive, the world's first 100-percent battery, heavy haul locomotive. Delivery is expected during 2023, taking the newest version with an energy capacity of 7 megawatt hours (MWh). This is an upgrade of a 2.4 MWh prototype tested on a North American Class One railroad. Roy

Hill expects fuel costs and emissions to reduce by over ten percent per train, as well as reducing maintenance costs. Typically Roy Hill uses four ES44Aci units in a consist, and plans to replace one of these diesels with an FLXdrive loco, forming a hybrid consist and recharging through regenerative braking.

Roy Hill also has over 500 iron ore wagons on order. It is understood that the company will also take a lease on the Rail First Asset Management CD class locomotives, which are currently in storage in Port Hedland.

FORTESCUE METALS GROUP

FMG has taken a four year lease from General Electric Leasing (GECX) of eight former BNSF Dash 9-44CW locomotives. The numbers of the units are 4783, 4787, 4807, 4833, 4836, 4847, 4854 and 4871. Transit into Port Hedland was on the heavy lift vessel *BBC Emerald*, with unloading commencing on 14 September. The locos will replace stored SD90MAC-H units 910 – 917. They will be replaced themselves by new units at the end of the lease period.

PTA / METRONET

Two Metronet projects, the Thornlie – Cockburn Link and the Yanchep extension, have had their anticipated opening dates deferred by a year owing to a squeeze on demand for labour and equipment. The Forrestfield – Airport Link completion and opening was also pushed back earlier this year, with trains not due to commence until 2022.

A full line closure between Perth and Midland was in place over the weekend of 17 – 19 September to allow for works connected with the Bayswater station upgrade.



Photo and text from Metronet:

We're building a fauna underpass at Alkimos Parks and Recreation Reserve and three green bridges at Ningana Bushland, as part of the Yanchep Rail Extension, so animals can continue moving safely through the significantly vegetated area.

SCT LOGISTICS

SCT will be adding another two major clients to its traffic task into Perth by 2022. One is BlueScope Steel, which is from a contract gained in partnership with Qube and Watco. SCT will be providing transit for steel from the company travelling between Melbourne and Perth. This is currently being done by Pacific National. On arrival at Forrestfield yard, the steel will require shunting into the BlueScope terminal at the south end of the yard. It is not clear yet whether SCT will do this shunting task, or if it will be done by Watco.

SCT will also be taking over the Sadleirs rail haulage task from PN. Sadleirs has a distribution centre at Kewdale which is served by a private siding, and receives vans and containers from its facilities in Melbourne and Sydney. PN shunts the Kewdale loading on several occasions during the week into the siding. SCT will be bringing the loading on its services from Melbourne and Parkes into Forrestfield, with Watco tripping the wagons between there and Kewdale.

The ARTC master train plan issued for late September lists six weekly SCT round trips servicing Perth, five originating in Melbourne and one Parkes.

FROM



(J Patroni)

Our much-anticipated event "Gateway Merredin – Troops, Trains and Treasures" was recently celebrated with great success. Designed to showcase the importance of Merredin as a central junction for the railways in the Wheatbelt, it did not disappoint.

We at the Railway Museum welcomed many visitors both local and from other destinations who were amazed at the size, variety and age of our collection. Whilst rail transport has been a *given* to the local residents, the cumulative effort of Railway employees manpowered during WW2 to provide a crucial service has, over the years, been poorly understood and recognised.

Friday's balmy Spring evening was a perfect kickstart to the weekend with a Sundowner on the southern platform, aptly named "Canapes with the Conductor." Local Repertory member Stewart Low was Conductor for the evening. He ably greeted the guests, punched their "tickets" and invited them to enjoy a welcome drink. Our members served the canapes and mingled with the guests during the evening.



Although Saturday threatened rain, we were delighted to welcome 50 plus people into our Refreshment room to listen to an insightful talk by **Rail Heritage WA President, Philippa Rogers, on her book "Troops, Trains and Trades"** – highlighting the hard and onerous duty of maintaining the mechanics of the rail system that was sadly outshone by the efforts of seemingly more gallant war time roles. The need for and the importance played by women employed at the Midland Workshops as part of the war effort has not been well known. Philippa's inclusion of local content was appreciated as she made reference to the Ordnance depot at Nungarin and the importance of the 2nd/1st Australian Field Hospital located on the east side of Merredin. Over the weekend our guests enjoyed free entry and plenty of hospitality provided in our Refreshment Room.

PS Looking for any Prospector drivers who might be interested in joining us in Merredin for a Celebration of 50 Years of the Inauguration of the Prospector service (29 November 1971.) Interested? Please contact us merredinmuseum@gmail.com asap.

FROM GLEN FORREST (J Austin)

The people at Glen Forrest have purchased the body of 'FD 13409' and it is to be restored and displayed in the 'Train Park' at Glen Forrest.

FD Covered Vans

During the modernization of the WAGR in the early 1950's, large numbers of new goods wagons were purchased. Amongst these, were 1000 'FD' class louvred covered vans built by Commonwealth Engineering. The wagons, 'FD 13401-14400' entered service between 1953-55. They were 4-wheel wagons, intended for general goods traffic and were used all over the WAGR system.

In the early 1980s, Westrail ceased to haul general freight and these wagons were no longer required. Those still in service were all withdrawn between 1983-87. Most were scrapped but some bodies were sold.



FD 13409

Built by Commonwealth Engineering Co. Ltd, Bassendean, WA. Cost £2135.

Entered service: 13 April 1953

Withdrawn and written off: 24 September 1985

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
29 September	A de Smalen	G Bradley	D Ingram	A de Smalen**
6 October	A de Smalen	B Williams	D Ingram	A de Smalen**
13 October	A de Smalen	G Bradley	D Ingram	A de Smalen
20 October	A de Smalen	B Williams	D Ingram	A de Smalen
27 October	A de Smalen	G Bradley	D Ingram	A de Smalen
3 November	A de Smalen	B Williams	D Ingram	A de Smalen
10 November	A de Smalen	G Bradley	D Ingram	A de Smalen
17 November	A de Smalen	B Williams	D Ingram	A de Smalen
24 November	A de Smalen	G Bradley	D Ingram	A de Smalen
1 December	A de Smalen	B Williams	D Ingram	A de Smalen
8 December	A de Smalen	G Bradley	D Ingram	A de Smalen
15 December	A de Smalen	B Williams	D Ingram	A de Smalen

** School Holiday - Museum opens at 11.00am

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
3 October	P Rogers	B Williams	G Watson/ M Gillooly	B Williams
10 October	Railfest – Special Roster to be published			
17 October	K Ayerst	B Keay	D Raine	K Ayerst
24 October	A de Smalen	Vol Reqd	C Perry	A de Smalen
31 October	L McBeath	M Miles	G Higham	G Higham
7 November	T Buttyl	B Williams	G Watson/ M Gillooly	B Williams
14 November	A de Smalen	B Williams	C Forsey	A de Smalen
21 November	K Ayerst	B Keay	D Raine	K Ayerst
28 November	L McBeath	M Miles	G Higham	G Higham
05 December	T Buttyl	B Williams	G Watson/M Gillooly	B Williams
12 December	A de Smalen	B Williams	C Forsey	A de Smalen

Please contact Brian Williams brianwilliams@railheritagewa.org.au if you can assist, even occasionally.



RAIL HERITAGE WA

Members Newsletter

November 2021



FOR YOUR CALENDAR

Sat 13 November Prof Peter Newman AO, **'150 and still going...Reflections on a WA Rail Revival'** is our guest speaker at 2pm at Railway Museum. This will be followed by our General Meeting.

Sat 11 December **2pm Christmas get-together** at the Museum. Please bring a plate of food to share and farewell WA Rail 150.

FROM THE PRESIDENT (Philippa Rogers)

What an amazing month October 2021 has been! Two great events with wonderful support from members and volunteers – particularly for RailFest and the preceding workdays.

RailFest 2021 resulted in 1800 people visiting giving us the biggest day ever. Of interest is that an increasing number of people are pre-booking and enabling a more efficient entry. There is no doubt that the return to steam of S 549 'Greenmount' was a significant attraction and one of the reasons that people stayed much longer than previously. Thanks to Graham Watson (and Jack Posch) for their work with our stallholders, always a major attraction – noting that our own stall did very well.



(Photo James: Waterhouse)

The release of the much-anticipated book by the late Malcolm Searle 'My Railway Love Affair', sponsored by ARC Infrastructure, was keenly enjoyed. Thank you to Brian Williams for negotiating the sponsorship, to Geoffrey Higham for another great production (and Rita for helping with the proof-reading), to the various members for their supporting contributions and especially to Malcolm's son Cameron for allowing us to share his father's story.

Steam was a key attraction two weeks after RailFest when on 24 October at the South-West Rail and Heritage Centre in Boyanup, Leschenault Lady in steam again was enjoyed by 1070 visitors. Thank you to those who helped out – whether the steam crew, marshalls as well as Alasdair and Anna on the successful sales stand.

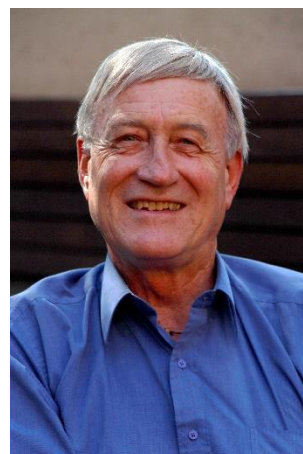
To all those who have been involved in making our October so amazing, thank you!

WA RAIL 150 – FINAL MEETING ENTERTAINMENT for 2021

‘150 and still going...Reflections on a WA Rail Revival’.

Peter Newman AO will speak about the dramatic increase in passenger rail since the corner was turned after the Fremantle Line was closed in 1979. With 7 new rail lines being built in Perth and even building trains in Midland, there is time to reflect as to how this was done and where we should go to next.

Peter Newman is an environmental scientist and the Professor of Sustainability at Curtin University in Perth, Australia. Peter has written 20 books and over 350 papers on sustainable cities and has worked to deliver his ideas in all levels of government having been an elected councillor, seconded to advise three Premiers and on the Board of Infrastructure Australia 2008-14. He is the Co-ordinating Lead Author for the UN's IPCC on Transport. In 2014 he was awarded an Order of Australia for his contributions to urban design and sustainable transport. In 2018/19 he was the WA Scientist of the Year.



Why not bring a friend along?

2022 MEETING ENTERTAINMENT

A typical year (non-COVID) sees us with 8 meetings to which we wish to provide guest speakers – whether one of our own knowledgeable members or an external speaker.

Already for 2022 there have been offers from some members to present, so planning is off to a good start.

WANTED: A volunteer to coordinate guest speakers for our 2022 meetings.

If you can help out, please contact Philippa on 0417 961187.

OUTREACH EVENTS OF 2021

As well as our General Meeting guest speakers to which the general public have been invited, we have not only seen to be present at external events but have provided speakers for various groups and in doing so promoted the society and the museum.

8 February: Geoffrey Higham spoke to U3A (University of the Third Age) Western Suburbs on “Political football to supermarket essential – the Trans-Australian railway”

16 March G Higham spoke to U3A City meeting on
“150th anniversary of first train to run in WA”

G Higham also presented to U3A Joondalup on 11 May, Probus Victoria Park on 19 May and 17 Sept to U3A Canning on “150th anniversary of first train to run in WA”

18 June Philippa Rogers to Royal WA Historical Society on '150 years of Railways in WA'

19 June Opening of Donnybrook Goods Shed Precinct redevelopment – a media screen presentation of '150 years of Railways in WA' with emphasis on South-West

Philippa also addressed: Ellenbrook Senior Social Space on 27 July, in August to Bassendean Wider Vision and on 25 September Merredin Railway Station Museum on the topic "Troops, Trains and Trades"

WA Rail 150 banners on display at Wonnerup, Boyanup, Minnivale and Merredin.

In addition, there has been considerable publicity in SW papers and interviews on both Perth and SW ABC. Next is Curtin Radio.

MUSEUM (Philippa Rogers)

Work on the museum collection sorting, cleaning and documentation continues – a special thanks to David for his attention to detail and dedication over the past few months and a welcome to Emily who has joined us in October and is learning quickly about things she didn't even know existed! Our Railway Museum is a very different place from her previous museum experience in Arkansas which included a section on Elvis Presley.

Can you hang pictures? Looking for someone to volunteer for the specific one-off task of hanging some of the great paintings by Gordon Brown in the office. If you can assist, please contact me to organise a suitable time.

AROUND RAILFEST (Trent Stanley)



*The steam crew L to R:
Brayden , Kieran, Alex and
Noah in the foreground*

*Right: Trevor and Ian can be seen here
ensuring all is operating safely*





Second hand sales team L to R: Lynn, Jeff, Bernard and Anne (there were others who helped too!)

James, Rita and Carl assisted Graeme, Laurie and Jane on the Catering team.



Left: WAMRC cooking 600 sausages!

We had a display for WA Rail 150 and to attract volunteers. Raji, our McCusker Centre intern staffed this stall and has assisted in the development of our volunteer position descriptions.



SALES (Geoffrey Higham)

Recent new books – excellent ideas for Xmas gifts (even if you have to hint strongly to your family!) Please note: at the moment it is not possible to claim member's discount when buying from our website. But you can do so at the museum, or by paying through Paypal to sales@railheritagewa.org.au and sending an email to same address with your name, post address, and which books you have paid for.

My railway love affair by Malcolm Searle.

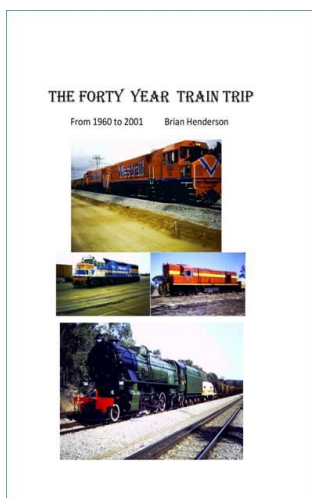
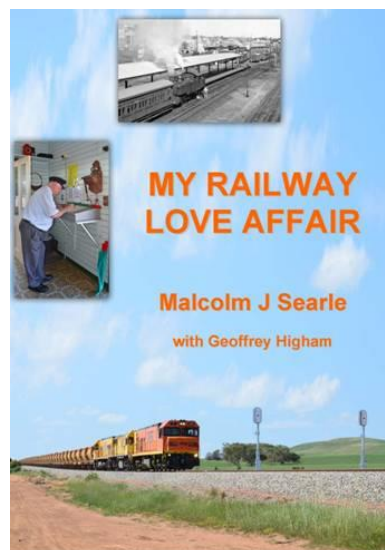
Here is a wonderful record of how the railways, and life in general, changed over nearly six decades. Well-illustrated, it is now presented as this colourful volume. The story starts in Malcolm's school years and extends to his trips looking for railway history well after retirement - an invaluable record of so many changes through the years. They were years spanning enormous change – for the railways, for Western Australia and for our everyday lives.

Railway employees were often very dedicated, but few were so in love with rail as to work for 50 years, take photographs, collect books and memorabilia, volunteer in a railway museum, and then write up his career and his life in detail.

200 pages, B5 size. Numerous photos, most in colour.

\$39.00 Introductory price until November 2021 (RRP

\$49.00) Postage \$10.00



The forty year train trip by Brian Henderson

An interesting memoir of a railway career, from the loco crew's experience. Brian Henderson worked for Westrail for 40 years, working up from Call Boy through cleaner and fireman to driver. In later years he also carried out union roles, and in 'retirement' he regularly volunteers for Hotham Valley – as a driver of course! Interesting notes about the locomotive's role, explanations of some rail terms, and many tales of 'incidents' and accidents in days when life was less regulated than it is now. Pleasant reading.

A4 size, 70 pages, includes photos.

Price \$26.50 postage \$10.00

And the last few copies of this one (now out of print).

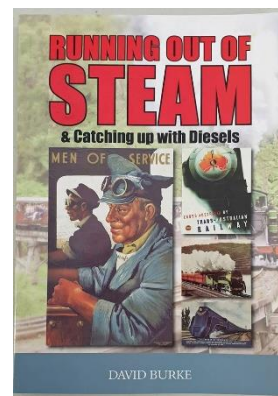
Running Out of Steam & Catching Up with Diesels, by David Burke.

This is a fascinating book about the steam era coming to an end and the rise of diesels.

But it's not a technical book - instead this well-known author has used contemporary advertising material, timetables, photographs and other printed ephemera, together with source material to create a nostalgic journey of railways and those who worked there. Every state is covered as well as Commonwealth Railways.

200 pages, 138 illustrations mostly colour. SPECIAL PURCHASE allows us to offer this at \$15.00 (half the original price).

Postage \$11.00



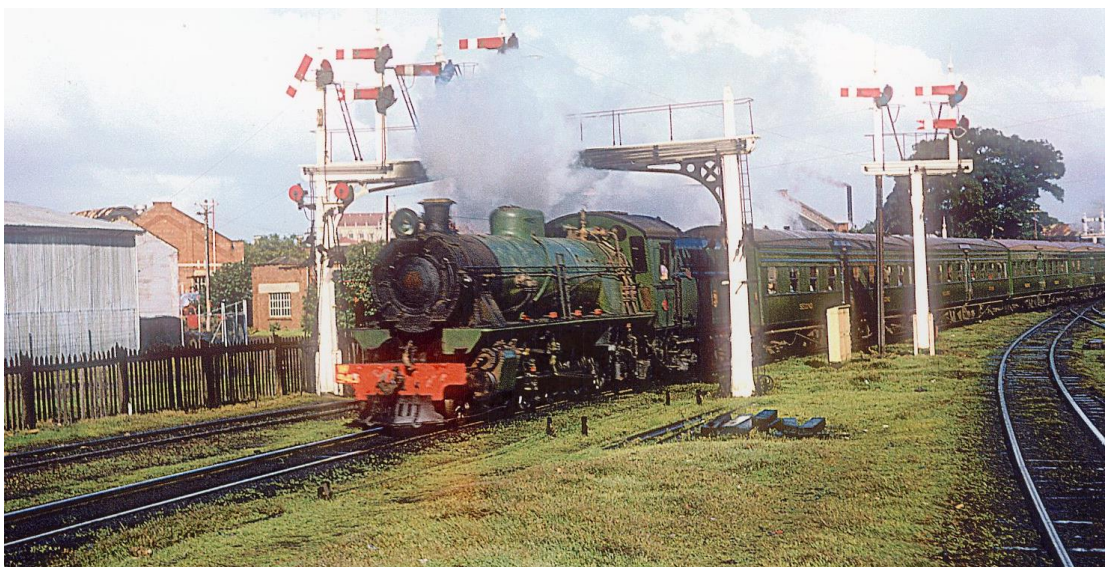
ARCHIVES (G Watson)

A further 200 photos have been added to the online archive – from P20201 to P20400. Quite a mix of subjects in this set with people named where they are known.



Last month's photos from the estate of the late Nick Pusenjak didn't yield any suggestions as to the photographer but we hope you will enjoy these too.







LOCOMOTIVE HISTORY (Jeff Austin)

GOVERNOR WELD and PIONEER

BALLAARAT was the first locomotive to arrive in WA 150 years ago but only a few weeks later another locomotive, **GOVERNOR WELD** arrived. This is the story of the second and third locomotives in WA, plus diesel railcar **GOVERNOR WELD**.

The lucrative timber concessions which attracted Victorian investors to set up the WA Timber Co. at Lockeville in 1871 also lured another group of Ballarat businessmen to apply for forest land. This syndicate was granted 250,000 acres of forest and in return were expected to build a sawmill at Jarrahdale and a port at Mangles Bay (Rockingham), with a railway connecting the two. To work the railway, the company ordered an 0-6-0 tank locomotive in June 1871 from the Phoenix Foundry, Ballarat. The locomotive named **GOVERNOR WELD**, was designed to haul heavy loads on the steep grades at a speed not to exceed 12 mph. It was trialed on 21 October 1871 and again 5 days later on a wooden tramway, 150ft long in the yard of the Phoenix Foundry.

The brigantine *Nightingale* which had transported the locomotive **BALLAARAT** to Lockeville months earlier, returned to Melbourne with the first shipment of timber on 5 October 1871. At Port Melbourne it loaded **GOVERNOR WELD** on board and sailed on 13 November for WA.

The ship arrived at Fremantle on 13 December 1871 and the locomotive was unloaded. This may have been on the South Bay jetty, and entailed the locomotive parts then being

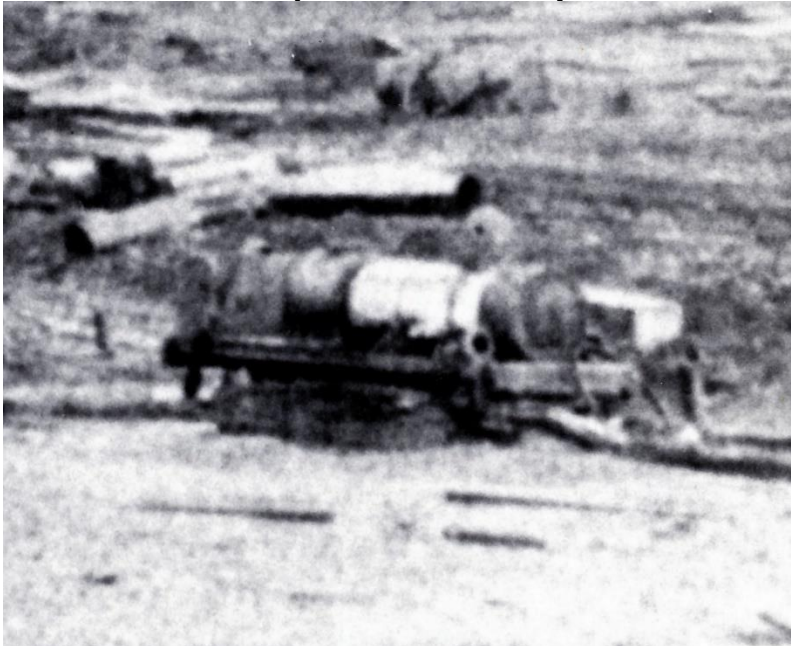
transported over the 4'-8½" gauge horse-tramway to the North Jetty on the Swan River? The parts were then taken by boat up the Swan River to Perth.

For hauling machinery and stores to the sawmill site at Jarrahdale, the Rockingham Jarrah Co. had purchased a Thomson Road Steamer. This novel looking machine, named PIONEER, first made its appearance on 3 August 1871 and was the first motorized vehicle in Perth. It was built in Leith, Scotland in 1869 and after a time in Queensland, came to WA.

The locomotive parts were loaded onto wagons and hauled by the Thomson Steamer down the Albany Road to a point in the forest about 58 km from Fremantle. Then along a track to the valley of the Cooralong Brook and the site of the new sawmill. At the same time as the mill construction began in October 1871, the wooden-railed tramway from the mill to Rockingham was commenced. Using 4 x 3 inch jarrah rails, nailed down onto sleepers, with iron plates at the curves, the 38km long tramway was completed to Mangles Bay in November 1872.

The weight of GOVERNOR WELD and the rigid wheel arrangement soon caused damage to the rails and strips of iron were fixed to the rails. These had a tendency to lift on the ends and cause frequent derailments. The locomotive was then replaced by horses and appears to have seen little service from then on.

A visit to the mill of the Colonial Secretary, Sir Luke Leake on 21 September 1877 revealed the fate of GOVERNOR WELD and the Thomson Steamer. Inside the workshop, the machinery of the Thomson Steamer was driving lathes, drills and blower fans, while being supplied by steam from the old locomotive GOVERNOR WELD. No further mention of them has been found but they would've eventually been set aside and scrapped.



The only photo of GOVERNOR WELD, believed to be taken at Jarrahdale about 1890 shows the side tanks and chimney removed and the locomotive in a derelict condition.

GOVERNOR WELD derelict at Jarrahdale, c.1890 (J. Austin collection)

The Rockingham Jarrah Co. soon found itself in financial difficulties in 1873, compounded in part by the use of horses and teamsters to work the tramway and heavy maintenance costs on the track. From 1 January 1874 a new company, Rockingham Jarrah Timber Co. took over the concession and they immediately ordered a new locomotive. This engine was built by the Fulton Foundry, Melbourne and arrived at Rockingham on the schooner *Formosa* on 27 May 1874. It was different to GOVERNOR WELD in having a 4-4-0 wheel arrangement but retained a similar boiler and side tanks.

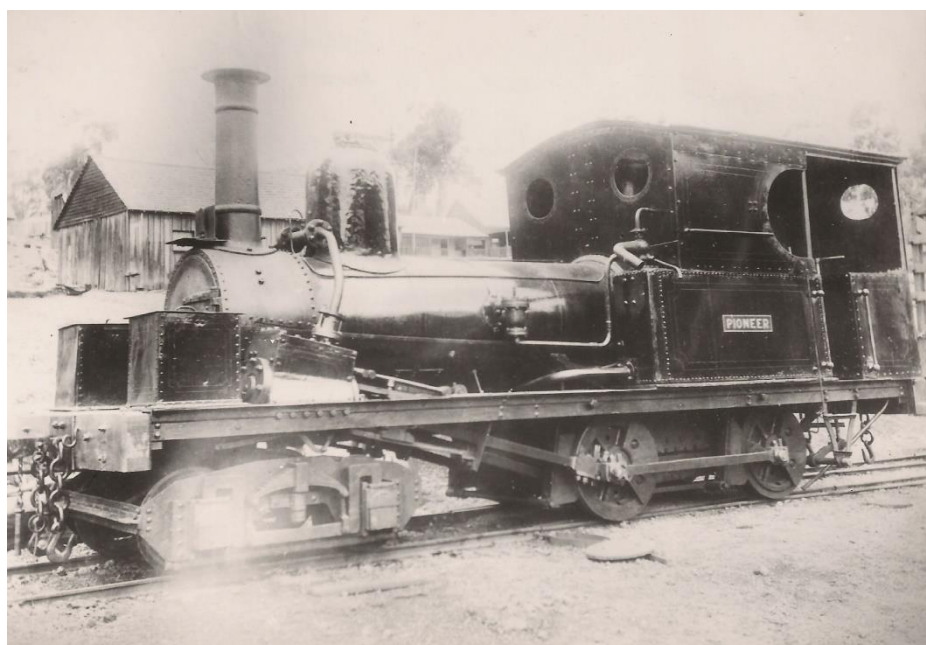
The new locomotive proved successful and later acquired the PIONEER nameplates from the Thomson Road Steamer. The replacement of the wooden rails with 30lb iron rails from 1878 also greatly improved operation of the railway.



PIONEER with original cab at Jarrahdale, 1880's (RHWA P06666, J. Ray collection)

In June 1890 a dead tree fell on the cab of PIONEER, killing one man and injuring the driver, Mr Morton. The repairs to the locomotive likely involved the construction of the all-steel cab, shown in later photographs of the engine.

The prosperity of the company increased during the boom years in the 1890's and larger G-type locomotives were purchased. The antiquated PIONEER was transferred to Millars Karri & Jarrah Co. in 1902 but by July 1905 was out of use at Jarrahdale. It was scrapped sometime after 1909.



PIONEER with all-steel cab and nameplate at Jarrahdale, 1890's (RHWA P04590, E.W. Woodland collection)

'Governor' railcar: In 1937 the WAGR introduced the new 'Governor' class diesel-electric railcars and one of these was 'ADE 449' GOVERNOR WELD.

In June 1935, the WAGR Chief Draftsman, Fred Mills went on a tour of the eastern states to investigate the use of self-propelled rail cars. He also evaluated railcars in use overseas and was impressed by the performance of the diesel-electric railcar, LADY HAMILTON on the LNER in England. The tender to build the WAGR cars was awarded to Sir W.G. Armstrong-Whitworth, Newcastle-on-Tyne, England in January 1936.

The class leader, ADE 446 GOVERNOR STIRLING was delivered to WA fully assembled. The body had been built by the well known English firm, Park Royal Coach Works Ltd, London and was based on railcars supplied to the Buenos Aires Western Railway in Argentina. The remaining ADE cars were delivered as engine and chassis, with the bodies fabricated at Midland Workshops. The power plant was a Saurer 6 cylinder diesel engine that developed 140 HP.

ADE 446-449 arrived at Fremantle on the 'ss MAHIA' on 22 April 1937 and were taken to Midland Workshops for completion and trials. They each cost £10,684.



*ADE 449 and
ADT trailer at
Goomalling,
March 1943
(RHWA
P02807,
W.R.B.
Johnson)*

ADE 449 GOVERNOR WELD entered service on 9 February 1938 and was allocated to run the service from Perth-Katanning. It was originally provided with an AG "Gilbert" car as a trailer but this was replaced by an ADT trailer in 1940. Sightings of ADE 449 are –

March 1943: No.53 DEC, Perth-Merredin via Wyalkatchem, with ADT

5 October 1943: No.32 DEC, Corrigin-Perth, with ADT 9

2 June 1948: No.31 DEC, Perth-Corrigin, with ADT 8

The 'Governor' cars were largely replaced by the 'Wildflower' railcars in 1949 and from 1950 some were used on suburban services. ADE 449 was coupled with three other ADE cars in 1961 and used briefly as a suburban set, before being withdrawn and written off on 9 April 1962. Over the years, the ARHS submitted several applications to preserve one of these cars but the WAGR deemed them beyond repair. The last four 'Governor' cars, including 'ADE 449' were burnt in the salvage yard at Midland Workshops in March 1977 and the steelwork recovered for scrap.



*ADE 449 and Gilbert car
departing Perth for
Katanning, c. 1938
(RHWA P00652, WAGR)*

*ADE 449 and
ADE suburban
set at Midland
Junction,
c. 1962 (RHWA
P16371, J.
Stanbridge)*



*ADE 449 stowed at
Midland
Workshops, 13 July
1975 (J. Austin)*

RESTORATION AND MAINTENANCE (Ian Studham)

Restoration and Maintenance report October 2021

Ian Studham

Continuing on the theme of busy months in recent times, October was no different.

S 549's steam test scheduled for the start of October was very successful with the loco steamed under the control of the boiler inspector, the safety valves set and the boiler given a ticket for the next 12 months. As discussed in the last newsletter the main steam delivery pipes in the smokebox had been removed so the opportunity was taken to open the regulator and blow out any and all accumulated dirt, rust and debris that had found its way into the steam passages including the superheater elements. This resulted in a great cloud of dirty reddish steam which then gave way to clean white steam – so obviously well worth the effort.



A clean bill of health for the boiler triggered the re-assembly of the smokebox piping and a host of other little jobs needing finalizing on the Sammy which kept Johnno, Brayden and Noah busy right up to the gong. Brayden organised for the purchase and loading of 3 bulk-bags of coal from Bennett Brook Railway which were collected by Dom in his truck and duly loaded into the bunker of S 549 in the days leading up to Raifest. However, this wasn't before a few repairs had been affected on the floor of the coal space to address water leakage from below. Our thanks to Kirk for his efforts with the welder here, and also to Brayden who went further and dealt with some other small leaks in other places.

John Cole and Brayden had put a fair bit of time and effort into the loco's electrics, and this resulted in both front and rear headlights plus the front marker lights being fully re-wired and operational. Once that turbo generator gets up to full revs those headlights are bright!! John is investigating a source of replacement bulbs for those Stones headlamps, as our current globes are all getting old and we now have very limited stocks.

The Sammy was steamed the day before Raifest and moved under its own power for the first time since 2006. It assisted with moving the UT tank loco into the space the S normally occupies so there wouldn't be a great big hole in the exhibition areas of the museum. An S class moving a UT class is not something that many people had ever seen as there was only

ever one UT, and the likelihood of it being shoved around by an S class back in WAGR times was fairly marginal.

Railfest turned out to be a big success and much of this can be directly attributed to the big green loco steaming up and down our sidings at the rear of the museum all day, pulling forward and parking adjacent to the public compound we created and allowing many of our guests a look inside the cab from the safety of the adjacent stair platforms. The S class was a big hit and it was very satisfying for all involved to see it complete and moving under its own steam.

On the day we had the luxury of 4 steam qualified drivers at our disposal – all of whom are Society members! Our thanks to Brayden, Michael, Alex and Kieran for their capable work on the day and for giving up their time to help make the event the success it was. Of course it would be remiss of me not to mention Noah who as trainee firemen spent the day on the footplate with a grin from ear to ear and true to form getting progressively dirtier as the day wore on.

Thanks to our rail operations crew on the ground for Railfest also, including John, Dominic, Kirk, Trevor and Mitchell. These were the guys who made sure the activated danger zones were kept free of wandering public and also kept an eye out for the possibility of spot fires being set by the S class along the sidings. Dominic took this very seriously and ended up embarking on a major clean-out of organic matter building up within the trackwork among the turnouts on the UGL siding.

2 weeks later we regrouped in Boyanup for the second public steaming of G 233 the “Leschenault Lady”. Like the relaunch event it was our turn to run the open day at the South West Rail and Heritage Centre, but some of the workload was taken by the locals. Philippa again set up Trybooking to take reservations for the day expecting another large turnout. This method allows people to book a specific time to arrive with limits on the numbers of people in each time slot, so it allows us to avoid having 500 people arrive all at once.

In the end the prediction was correct, and we had over a thousand people through the gate which was a terrific result. It did mean however that Philippa had to run a very busy front gate area all day pretty much by herself. Alasdair and Anna ran sales and also put in a big effort in the days prior, cleaning the static exhibition coaches and erecting the protective barricading along the rail lines. Special mention goes to Alasdair’s grandson Callum, who is becoming a regular and assisted with the fencing and then kept himself busy with the cleaning and prep of G 233. It won’t be long before he’s old enough to start studying up on our rail operations rules.

Another very successful day and the G behaved very well and looked sensational all over again. This time around it was sporting white-wall tyres on both sides, as in the preceding days I’d applied a coat of white undercoat to the firemen’s side hiding the much-talked about red-walls and also gotten a white gloss topcoat onto the driver’s side. Alex got busy with the polish the day before and did a lovely job on the numberplates, dome and associated brass fittings.

Johnno, Brayden and Noah did the prep the day before, we put a warming fire into her the night before and Alex signed on at 0500 to light up, joined by Noah half an hour later. Their program ran right on-time as the safety valves lifted at 0902, just as the venue opened its doors to the first visitors of the day.

Kieran and Alex handled the bulk of the driving on the day, as Brayden wanted to spend a bit of time troubleshooting on ADG 610. It has become apparent that some aspects of the electro-pneumatic controls are not functioning correctly, as the railcar won’t notch up properly. A broken airline was blanked for the interim allowing control air to build back up correctly and a few other things were checked but the root cause of the problem wasn’t traced. The guys had to retreat in the end and admit they needed to have a good long look

at the schematics to see where the issue may lie. All part and parcel of bringing old machinery that has lain dormant for many years back to life.



Leschenault Lady hauling ACM 391 with ACL 406 to the right in the background Photo: Kieran Wright

Talking of bringing old machinery back to life, we took the opportunity to give the vacuum cylinders of vintage dogbox passenger car ACL 406 a bit of a birthday, dropping out and cleaning the piston rods and checking the neck rings. Johnno replaced a vacuum hose was installed on one end of the car and cleaned up the dummy heads. G 233 was shuffling up and down during the day with fully restored ACM 391, and then we added ACL 406 and put vacuum through it. Hey presto - the brakes work!! It's amazing that these brake cylinders, after so many years of inactivity, can spring back into functionality. We also put vacuum through brakevan ZJ 270 while we were using the G to push it plus AYC 511 and AQL 288 into the goods shed for safe storage at the end of the day. Nothing wrong with 270's brakes either, but that wasn't as much of a surprise because we serviced the brakes on this van in 2006 prior to it going to Dowerin and back from Bassendean for the Dowerin Rail Centenary event.

That's it for steam this year but the guys do have some off-season maintenance planned such as wash-outs and removing a few components for further work.

Also in Boyanup, Garry and his team are well into the preparation work for the full repaint of diesel Y 1116. All the doors are off, including the big electrical cabinet doors which had seized hinges – in the end they unbolted each entire hinge assembly from the body and brought them down with the doors so the hinges can be attended to and loosened at ground level without weight on them.

We had the use of Kirk's trailer to take some gear down to Boyanup and brought some 82 lb rail turnout baseplates back on the return run, so thanks to Kirk for allowing us the use of his trailer at short notice yet again!

Back in Bassendean the midweek guys have removed all of the rotten roofline D-moulding from suburban car AY 452 up on the front platform. Fortunately the canvas underneath is in good order, however the timber underneath that canvas, which forms the layer that the fastening staples go into, isn't that great and has suffered from continual water ingress. It's a funny set-up in that this timber sits on top of the side metal sheathing of the car, so it isn't actually structural framework. This however makes the decision to strip it off and remove it much easier and plans are now in hand to do exactly that and have some new timber machined and installed allowing the canvas to be properly re-stapled before new D-mould

goes on. Of course Murphy came along and provided stormy weather with dangerous winds just as the job of removing the d-moulds and old staples was completed, so the guys and myself had to mobilize very quickly one Tuesday afternoon and screw down a line of timber battening along the edge of the roofline on top of the canvas to stop it being ripped up off the roof and sent flying over Railway Parade. This worked, and the temporary battening will stay in place until the replacement timber and re-stapling is done just as an added insurance.



As everyone would be aware, this year has been extremely wet and this has meant that the weeds, wild grass and general undergrowth at the Museum have grown accordingly. Graeme and his regular team do a wonderful job of keeping the public compound of the Museum looking ship shape but it's the rear properties where the weeds get a grip on things.

Bruce Keay has once again stepped up and dealt with the majority of the May Holman block with his trusty lawn mower and the paddock of long grass now looks more like a nice lawned area – our sincere thanks to Bruce for taking on this job.

Michael Fry spent the better part of 2 weekends working his way around the perimeter fenceline of the rear of our property and along between the rail sidings slashing down the growth and made a very big difference. A big thanks to Mick for his efforts. He couldn't get to all the areas needing attention so Dom has been focussing on reducing the growth in these areas. The R&M team focussed on the area adjacent to the May Holman block fenceline this last weekend and we can finally say we are getting on top of the problem although there are still pockets of long growth that need some further attacking.

Dom and I have now finished gauging and screwing down the "Y" turnout between back roads 4 and 5. Our attention is now turning to cutting and drilling the short lengths of rail that we need to bridge the gaps between the turnout and the existing track at each end, and slewing road 5 across to the correct alignment and curve to join up with the new turnout. Once all that is done there is a fair bit of lifting and packing to do to ensure all the track is level and properly supported to the ground.

A few little jobs were also ticking over while all these big issues were happening. Noah has spent some time bolting on the last of the sanding hose brackets on shunter ST 1. Kevin and Colin have been sanding, bogging and undercoating the refrigerator compartment access doors from the AVL lounge car.

Andy continues to add metal primer to the undercarriage areas of the BAS hopper car (seen here in the photo).



NEWS FROM AROUND THE STATE (Simon Barber)

SCT LOGISTICS

SCT has taken over the Sadleirs rail haulage task from PN. Sadleirs has a distribution centre at Kewdale which is served by a private siding, and receives vans and containers from its facilities in Melbourne and Sydney. PN shunted the Kewdale loading on several occasions during the week into the siding. SCT will be bringing the loading on its services from Melbourne and Parkes into Forrestfield, with Watco tripping the wagons between there and Kewdale. The first Sadleirs loading carried by SCT into Forrestfield arrived in the consist of 5MP9 on 3 October 2021. Four wagons were then hauled by FL220 to the Sadleirs siding, running as 1S10.

WATCO

The newly constructed terminal at Kwinana has opened, so all the container loading on the Watco 351 / 352 freighter services is able to be accommodated there. Locomotive stabling is also done, so shunting of services at Forrestfield is only necessary if locomotives need to be attached or detached.

During September, 134 new wagons for Watco were shipped into Fremantle from China. These were comprised of 60 DQHY wagons (57 foot for acid tankers) and 74 DQMY wagons (40 foot two-packs for other containers). Commencing on 11 October, HL203 has been moving the DQHY wagons from North Quay to Forrestfield, and the same unit did a high speed test with one to Cunderdin on 12 October.



HL203 passing through Swan View with a Watco test train, 12 October. (Simon Barber)

C503 departed SCT's Penfield yard in Adelaide on 17 October behind SCT008 and CSR007 on 7MP9, bound for work with Watco in WA. It worked its first Watco service on 20 October, running with C502 on 4146 ILS train from Forrestfield to North Quay.

PTA / METRONET

Expressions of interest have been called to deliver the new High Capacity Signalling Project for Metronet. The Project will replace the rail network's ageing signalling and control systems with a modern integrated Communications-Based Train Control system. This new system will continuously send real time train data to the control centre, which will enable the

speed and location of every train to be monitored. Trains will then be able to run more frequently, increasing the efficiency of the existing network. The High Capacity Signalling Project will be delivered in stages to minimise disruption to operations, with the rollout expected to be carried out over 10 years.

The contract for a new Metronet public transport operation centre has been awarded to ADCO Construction Pty Ltd. This will house the control centre. The contract to design, supply, build and maintain the High Capacity Signalling is expected to be awarded by mid-2023.

(Information sourced from Metronet website www.metronet.wa.gov.au)



A twenty year memory. GML1 and L262 with the Centenary of Federation train at Cunderdin on Monday 22 October 2001. (Simon Barber)

AT THE MUSEUM



GML 10 passing through the Museum site on the 19th, October, 2021 (G Watson)

FROM



(J Patroni)

Recently Deb Morris (Treasurer), Martin Morris (Volunteer) and I had the opportunity to represent the Merredin Rail Museum at the annual RailFest Open Day at Rail Heritage WA Bassendean. We had been invited to participate in the event by Rail Heritage WA President, Philippa Rogers, who had attended our recent *Gateway Merredin – Troops, Trains and Treasures* weekend. Philippa had been our keynote speaker at the Rail Museum on the topic of her book **Troops, Trains and Trades**.



We set up a stall at **RailFest** to profile Merredin, give information about the Rail Museum including the works that have been completed within our Interpretive Design and Concept Plan and most importantly to promote Merredin and its Rail Museum as a “want to visit” country experience for city people. We were pleasantly surprised to talk to many people whose families shared a history in the railway life of our town. We learnt of fathers, grandfathers, uncles and cousins who had been rail employees within the various branches of the WAGR/Westrail over many years. We heard stories of mothers and children who had accompanied husbands stationed at the fettlers’ camps along the Nullarbor with the Commonwealth Railways serviced by the iconic “*Tea and Sugar*.” We were able to meet representatives of the new Metronet project advancing the railway from Bassendean to Ellenbrook and to the Perth Airport. Definitely a marriage of the new and the old! One of the highlights of the day was the steaming up of **Greenmount** – a restored steam engine which ran to and fro along a 200m track. Ah, the smell of coal, the scream of the whistle and the sight of a young fella on the shovel...

One of those who visited our stall was **Brian Williams** – past President of Rail Heritage WA, Merredin resident and former railway employee.

Looking for any Prospector drivers/WAGR/Westrail staff who might be interested in joining us in Merredin for a Celebration of 50 Years of Prospector Service on Monday 29 November 2021 at 10.30am at the Merredin Railway Station. Interested? Please contact janepat55@gmail.com or merredinmuseum@gmail.com for catering purposes

COWARAMUP (Jeff Austin)

The community at Cowaramup have re-created the shelter shed and loading bank at Cowaramup siding. With the assistance of Rail Heritage WA who provided some of the siding history, photographs and maps, an informative sign has been placed on the rear of the shelter shed and adjoining the Margaret River-Cowaramup cycle/walk trail. Three wagons, RAB 5829 (Oldbury 1903) and the underframes from GE 12290 and LA 23724 were obtained from the Pemberton Tramway Co and placed on rails from Rail Heritage WA, to make up a further display alongside the loading bank. The railway closed in July 1957 and this beautifully presented display is a fitting tribute to the history of the railway and a great example for other sites to follow in the future.



Cowaramup shelter shed, loading bank, wagons and information sign, 14 October 2021 (Jeff Austin)

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
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WEDNESDAYS

Museum open 1.00pm – 4.00pm

10 November	A de Smalen	G Bradley	D Ingram	A de Smalen
17 November	A de Smalen	B Williams	D Ingram	A de Smalen
24 November	A de Smalen	G Bradley	D Ingram	A de Smalen
1 December	A de Smalen	B Williams	D Ingram	A de Smalen
8 December	A de Smalen	G Bradley	D Ingram	A de Smalen
15 December	A de Smalen	B Williams	D Ingram	A de Smalen
22 December	A de Smalen	G Bradley	D Ingram	A de Smalen**
29 December	A de Smalen	B Williams	D Ingram	A de Smalen**
5 January	A de Smalen	G Bradley	D Ingram	A de Smalen**

** School Holiday - Museum opens at 11.00am

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
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SUNDAYS

Museum open 1.00pm – 5.00pm

7 November	T Buttyl	B Williams	G Watson/ M Gillooly	B Williams
14 November	A de Smalen	B Williams	C Forsey	A de Smalen
21 November	K Ayerst	B Keay	D Raine	K Ayerst
28 November	L McBeath	M Miles	G Higham	G Higham
05 December	T Buttyl	B Williams	G Watson/M Gillooly	B Williams
12 December	A de Smalen	B Williams	C Forsey	A de Smalen
19 December	K Ayerst	B Keay	D Raine	K Ayerst
26 December	*****	Boxing Day – closed	*****	
2 January	T Buttyl	B Williams	G Watson/ M Gillooly	B Williams

Any changes please notify Brian Williams, thank you.



RAIL HERITAGE WA

Members Newsletter

December 2021



FOR YOUR CALENDAR

Sat 11 December **2pm Christmas get-together** at the Museum. Please bring a plate of food to share and farewell WA Rail 150.

FROM THE PRESIDENT (Philippa Rogers)

Celebrating 150 years of Railways in WA was our focus for 2021 and we undertook a large range of activities as well as continuing our core work.

- On 21 August there was the ceremony at Wonnerup House, near Busselton to recognise the 150 years of loco-hauled railways in WA on the location where the first locomotive 'Ballarat' operated. The plaque for the monument was unveiled by Hon David Templeman MLA, Minister for Tourism, Heritage, Culture and Arts.
- We held two major events at the Railway Museum in Bassendean – the Model Rail Expo in June as well as our annual RailFest in October. Those two days saw 2,800 people visit. Both events were run in conjunction of local groups and kindred bodies.
- Completed the restoration of two steam locomotives – the sentimental favourite 123-year old Leschenault Lady and the truly Western Australian Midland-built 'Greenmount' S- class. Both gave demonstration runs to the delight of the public and drew very large crowds. Over two days Leschenault Lady's appearances in Boyanup resulted in 2,700 people attending – clear record crowds for the South West Rail and Heritage Centre.
- Our outreach programme saw us supply speakers to a variety of groups and we hosted speakers at Bassendean who attracted non-members
- Our new pull-up banner displays specially created for WA Rail 150 were on show in Merredin, Minnivale, Busselton, Boyanup as well as Bassendean.
- Our museum collection work with our smaller objects has made excellent progress this year enabling us to not only lend to places including Gingin but also make donations of items to Mt Magnet, Merredin and Cunderdin.
- With the support of ARC Infrastructure we were able to produce Malcolm Searle's book 'My Railway Love Affair' and members contributed articles to Australian Railway History
- The archives team has continued to grow our online photo database to over 26,000 photos, supported research into WA Railways and answered over 110 enquiries from the public – many relating to family history.
- In the second half of 2021 we renewed our focus on volunteers and have welcomed a few new volunteers to assist in various areas of our work.
- Planning has commenced for the replacement of the Goods Shed at Boyanup.
- And all the above was done in conjunction with the usual openings of the Railway Museum in Bassendean twice a week (outside of the lockdowns) and ongoing operations – all thanks to the tremendous commitment of our volunteers.

Best wishes for Christmas and for 2022 to you all!

2022 MEETING ENTERTAINMENT

A typical year (non-COVID) sees us with 8 meetings to which we wish to provide guest speakers – whether one of our own knowledgeable members or an external speaker.

Already for 2022 there have been offers from some members to present, so planning is off to a good start. Note: there is no meeting in January.

WANTED: A volunteer to coordinate guest speakers for our 2022 meetings.

If you can help out or able to present, please contact Philippa on 0417 961187.

‘150 and still going...Reflections on a WA Rail Revival’.

At our last meeting for 2021 Peter Newman AO gave an entertaining and thought-provoking presentation that was appreciated by the 40 people present.

MUSEUM (Philippa Rogers)

Thank you to Dominic Bennett for hanging some of our paintings by Gordon Brown in the office. They are now safe and can be enjoyed.



30 November is the anniversary of the opening of the Railway Museum. This year marks 47 years of opening to the public.



Now we have roof – and the row of pine trees that made so much mess have gone.

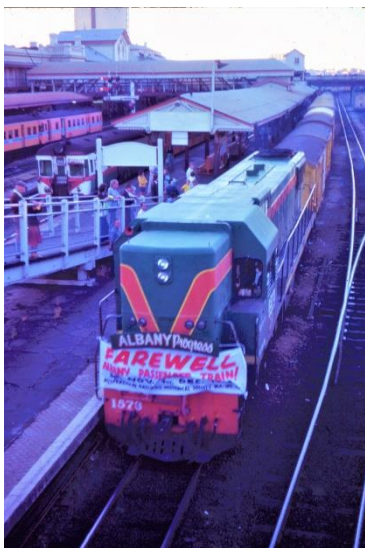
ARCHIVES (G Watson)

The following requests for information have been received from members of the public during the months of October and November and have been responded to promptly and efficiently by Jeff Austin.

	Subject	Purpose
93	Electrification 30 th anniversary photo	Media release
94	Advertising wagons	Self
95	Perth-Fremantle railway 1890's	Creative writing project
96	Tail disks	Magazine article
97	Margaret River logging railways 1910	Family history
98	Morawa museum railway items	Local history
99	Claremont station master photos	Local history
100	Kalgoorlie ceremony photos, August 1968	Local history
101	Caron barracks caretaker duties 1950's	Family history
102	PM 704 at Olive Hill, 1969 photo	Family history
103	1893 Brunswick station site	Local history
104	Byford SM's house history	Local history
105	Greenbushes timber railway plan	Self
106	J. Collins, WAGR employee record 1917-59	Family history
107	P. Blue, WAGR employee record 1896-1918	Family history
108	Perth Goods, Tug of War team 1906 photo	Family history
109	MRWA company logo	Historical plaque
110	Governor Weld wheelbarrow plaque	Family history
111	A.Pratzky, WAGR employee record 1951	Family history

The Archives has recently been given access to, courtesy of Philippa Rogers, the photo collection of the late Basil Dunn some of which we have included in this report. Unfortunately, Basil, like many of us, did not date the photos so if any reader can accurately nominate the dates of any of them, we would be pleased to hear from you.





More Photos Added to the Website

Since the last newsletter, another 200 images have been added to the RHWa online photo gallery. They are numbered P21401 to P21600.

LOCOMOTIVE HISTORY (Jeff Austin)

WAGR Dieselization in 1971

The steaming of S 549 in recent weeks is a timely reminder of the final days of regular steam locomotive working, 50 years ago this year. As one of the last engines in service it is worth a look back at those final days in 1971 and the end of the 'great age of steam' on the WAGR.

As construction of the standard gauge railway got underway in the early 1960s the WAGR investigated the effects of narrow-gauge diesel locomotives being released from the Perth-Kalgoorlie line. These studies were the first steps to full dieselization of the railway system and the withdrawal of all steam locomotives. By 1968, a more accurate assessment of future motive power requirements was possible, and a detailed report was prepared. This report predicted that steam locomotives would still be required until mid-1974.

The retirement of the modern steam locomotives began on 3 September 1968 when W 950 was withdrawn. Over the next two years, the arrival of new diesels and the flow-on effect of diesels following the standard gauge project, had resulted in a steady reduction in operating steam locomotives. In June 1970 a re-evaluation of the '1968 report' had shown an acceleration of the dieselization programme had been achieved due to changed haulage patterns on various lines. A cost benefit analysis at this time also showed that the purchase of a small number of main line diesels could replace all the remaining steam locomotives in 1971. The recommendations were put to government and funds were made available to purchase a further group of 'RA' class diesels.



The first W class to be withdrawn, W 950 stowed at Collie, 14 June 1970 (RHWA P17471, J. Joyce)

On 2 January 1971, the WAGR had 52 steam locomotives in service. They were based at Midland (3xDD, 2xDM, 3xV, 2xW), Bunbury (FS 423, 2xG, PMR 730, 2xS, 4xV, 14xW), Collie (FS 460, PM 710, 5xS, 3xV, 4xW) and Narrogin (PM 701, 3xW). Of the 81 locomotives which were stowed at depots, only one would see service again in 1971 – V 1222. Approval had been given to temporarily use S and V class locomotives to haul grain trains from Wagin to Collie from January 1971. V 1222 had been withdrawn in September 1970 but was recalled to service on 15 January to work these trains.



W 915 at Narrogin Loco, c. 1970 (RHWA P03137, R. McMillan)

The 5 new 'RA' class diesels entered service during February-May 1971, as well as the first 3 'D' class. The 'D' class went into service on the Jarrahdale bauxite trains and this released 'R' class diesels to general goods services. The impact of these diesels was immediate, with the retirement of 26 steam locomotives in the same period. Notable amongst them was the last 'PMR' class in service, PMR 730 which was withdrawn from Bunbury on 1 April; S 542 (23 March), W 908 (30 April), DD 596 (1 April) and G 123 (4 May).



W 943 + V 1217 hauling the ARHS tour train near Beela, 22 November 1970 (RHWA P16912, Photographer unknown)

The track upgrades on the Picton Junction-Pemberton railway had been completed and this allowed the operation of high axle load diesels on this section. The last steam locomotive, W 952 left Bridgetown on 26 March.

By the middle of May 1971, enough diesels were available to further extend their operations. W 952 was the last steam locomotive to depart Busselton on 22 May, while the Midland steam depot closed after the departure of V 1215 on 28 May. Steam locomotive working was then confined to the lines from Bunbury-Collie-Narrogin and Wagin. These services were –

- 1) Collie-Narrogin: one return train each week
- 2) Collie-Wagin: 2 return trains per week
- 3) Collie mines shunter: 2 return trips per day
- 4) Collie-Bunbury powerhouse: daily return trips
- 5) Collie-Brunswick Junction: one return trip daily

With such limited steam working it was planned to be fully dieselized by the end of July. The withdrawal of locomotives during July reads like a 'Who's Who' of the later preservation scene. They were – V 1209 (7 July), V 1220 (7 July), W 920 (9 July), V 1213 (14 July), W 947 (15 July), FS 460 (16 July), W 903 (16 July), W 945 (17 July), PM 701 (17 July) and V 1215 (21 July).

The Railways Institute Magazine reported, "On Monday, 26th July 1971, Collie became fully dieselized..." One of the last recorded steam workings prior to this date was the last steam locomotive to leave Wagin, W 943 hauling No.54 Goods on 24 July.

The complete dieselization however, proved to be short lived, as diesels were required elsewhere and steam locomotives soon returned in a shunting role. This remained the situation until the week ending 21 August, when there was an increase in steam working at Collie. Several locomotives which had been stowed in July were returned to service and this continued into September, with steam locomotives once again running to Bunbury powerhouse, Brunswick Junction and Narrogin. The three V class in service were those fitted with headlights on the tender for tender-first running from the Bunbury powerhouse to Brunswick Junction; a coal traffic commenced in September 1970.



Last photograph of a steam locomotive on a goods train, X 1023 + S 549 near Bowelling, 11 October 1971 (RHWA P10430, J. Joyce)

The boiler inspections for 8 October, listed the operating locomotives in the Collie depot. They were – S 545, S 548, S 549, V 1206, V 1209, V 1217 and W 943. On the same day, S 548 hauled No.105 Goods, Collie-Narrogin and returned the next day on No.120 Goods, double-heading with an X class. While also on 8 October, W 943 hauled No.55 Goods, Collie-Bowelling and returned to Collie on No.104 Goods. The last known photograph of a steam locomotive hauling a goods train was taken on 11 October, when John Joyce photographed S 549 double-heading with X 1023, Collie-Hillman.

By 23 October, the diesels had returned, and S 545 and S 548 were withdrawn, with the V class having only limited use. On 31 October, the ARHS arranged a rail tour from Picton Junction-Donnybrook and return, hauled by V 1220. This locomotive had been stowed at Collie in July and the return to service would have entailed some work. This is especially odd since V 1206, then still in service, was at Bunbury on the day of the tour? This tour and the 'Farewell to Steam' tour in June 1972 ensured V 1220 was later preserved at the rail museum, Bassendean.

The three V class were finally stowed in November – V 1217 (10 November), V 1209 (11 November) and V 1206 (15 November). As of 28 November, only two engines were still in service at Collie – S 549 and W 943. S 549 'brought down the curtain' on main line steam when it hauled the Western Collieries mine shunt on 24 December 1971 and was then stowed. W 943 continued into 1972 as the standby shunter in Collie yard.



V 1206 hauling a coal train from the Bunbury power house in 1971 (RHWA P00720, K. Raynes)

Meanwhile in Narrogin - W 915, W 923 and W 928 had commenced the year shunting in Narrogin yard. As diesel shunters arrived they were withdrawn, W 928 (8 March), W 915 (4 May) and W 923 (15 July). In January 1972, W 915 was withdrawn from stow and shunted the yards for 3 days, before again being permanently stowed.

Similarly in Collie, W 943 was the standby shunter when diesels were not available. One of its last days in service was reported in *The Railways Institute Magazine*,

"The majority of our mechanical staff at Collie are on the verge of being transferred to parts unknown due to Collie now being fully dieselized and steam a thing of the past ... or is it? On 1st March 1972 Collie was suspended in a state of bewilderment when a steam whistle was heard blowing in the yard and there was a steady flow of engine crews perusing the roster to see if they had been chosen as the lucky crews to work this monstrosity." So ended regular steam on the WAGR.

Postscript: In May 1971 the MLA for Collie, Tom Jones requested that the last steam locomotive used by the WAGR at Collie be made available to the Collie Historical Society. Hence the preservation of W 943, now displayed at Collie as W 948.

In March 1973, W 915 was recommended by the WAGR to Chris Andrews for his proposed tour trains at Albany but Chris preferred W 947.



V 1220 hauling the ARHS tour train at Donnybrook, 31 October 1971 (RHWA P02902, D. Beazley)

THANK YOU TO ORGANISATIONS

On Friday 26 November a sundowner was held to thank organisations who have assisted us at the Railway Museum this year. Attendees included ARC Infrastructure (book sponsors), UGL (track usage, etc), ONRSR (helping us with steam accreditation), kindred groups who participated at Mini Model Expo and RailFest as well as our newest neighbours – the Bassendean Mens' Shed.



Thanks to Brayden and John for steaming S 549 'Greenmount' for the occasion – especially as the day was rather warm. This did enable our visitors to get up close to it – an opportunity they don't otherwise have.



Above: Northern Districts Model Engineers with the RHW President (Bruce wears 2 hats)

Right: Trevor Nunn, Philippa Rogers and Murray Cook (ARC Infrastructure)

(Photos: Trent Stanley and Trevor Nunn)

SOUTH-WEST RAIL & HERITAGE CENTRE

The November Open Day was a Market Day and despite the heat 140 people came along.

April and October are the two Open days at SWRHC for which RHW will be responsible. *Leschenault Lady* will be a key attraction on those days. She will also be operated on 1 or 2 other Open Days in 2022.

In the former WAGR-built Bunkhouse, used as accommodation by visiting RHW volunteers, the significantly degraded polystyrene ceiling panels in the lounge / dining area have been replaced by a proper ceiling. The possum chewed electric light cable has been taken out of service and new wiring is in place. Thanks to John, Brayden and Noah for their work in taking down the old ceiling, emptying the room and cleaning up ready for the new ceiling. The bedroom ceilings are also falling in and further work will be required to make the bunkhouse fit for use.

Thank you to Alasdair and Anna for coordinating access to the bunkhouse and also for painting two walls to give a much better look to the main living area.

RESTORATION AND MAINTENANCE

Trent Stanley is coordinating a small team who are giving A 11 a much-needed facelift.

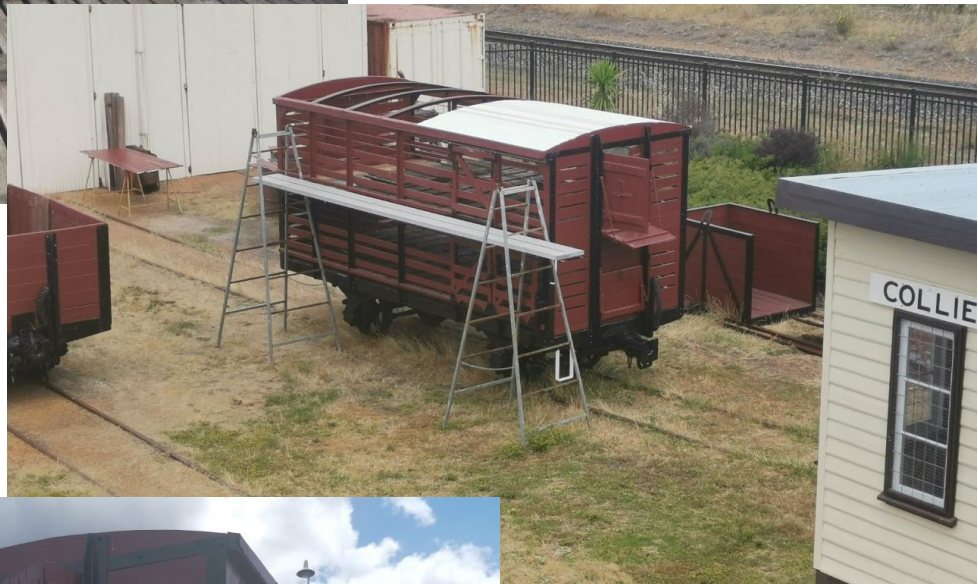
Unfortunately, after their first work session the hot weather has turned up so progress has slowed as A 11 is outside in the full sun. But the buffer looks better already.



The Collie Rail Heritage Group is restoring our CXB , which is normally resident in Boyanup.



The timber floor gratings were kept as they were in good condition and in other places they have used maple salvaged from the Roche Park Recreation Hall - smaller basketball court. And the roof is being finished of with wider jarrah boards from the timber the guys salvaged from the Collie Railway Institute flooring and joists. Thanks to Steve for these photos and the update.





NEWS FROM AROUND THE STATE (Simon Barber)

ARC INFRASTRUCTURE

ARC completed Stage Seven of an eight stage resleepering programme on the Leonora branch railway during October 2021. The work involved 17.4km of upgrading between Myamin and Menzies, and Doney and Goongarrie. The steel to timber sleeper ratio is being upgraded to 1:2 during the work, replacing the former 1:4 pattern. New heavy duty steel sleepers have been inserted with an anticipated life of 40 years. Ballasting has also been undertaken in conjunction with the work. The project, which commenced in 2013, is due to be completed during 2022.

SCT LOGISTICS

SCT service 2MP9 experienced a derailment on 10 November, with the rear six ABSY wagons coming off at the west end of the loop at Naretha. They remained upright and clear of the main line, so no extended line closure was necessary.

PACIFIC NATIONAL

PN crewed Mineral Resources loaded iron ore train 4033 derailed 28 MHPY wagons near Widgiemooltha on 11 November. The train had loaded at Koolyanobbing East and was travelling to Esperance to discharge. Damage was quite extensive and required a load of replacement rail brought in from Bellevue by Aurizon. The line was able to be reopened on 17 November, with 26 of the derailed wagons remaining in position beside the rebuilt section.

FORTESCUE METALS GROUP

FMG has obtained the four CD CM40-8M class locos CD4301, 4302, 4303 and 4305 from Rail First Asset Management. CD4302 has been brought by truck from Port Hedland to the FMG research facility at Hazelmere, arriving on 18 November. Joining 904, it is believed that both units will be part of “green” fuel technology testing being undertaken at the plant. The CD locos were all originally Robe River CM40-8M General Electric units, rebuilt from Alco locos by Goninan (now UGL Rail) at Bassendean. Eight units were sold by Rio Tinto to

CFCLA (now known as RFAM), with four eventually becoming the CD class for lease work in the Pilbara.

RIO TINTO IRON ORE

CM40-8M locomotives 9411, 9418, 9419 and 9422 have been taken by truck to Port Hedland for scrapping by Sell and Parker, along with ballast wagons and ploughs. The equipment had been in recent use on the Rio Tinto Gudai-Darri line construction project. Scrapping of the locomotives had commenced by 23 November.

CBH GROUP / AURIZON

The Aurizon takeover of the CBH grain rail contract was fully completed from 1 November. Trains in the Kwinana zone commenced running in November with Aurizon crews and logistical support. Four narrow gauge and two standard gauge sets of wagons have been servicing the Kwinana export terminal and the Metro Grain centre at Forrestfield. They will be joined by an extra set on each gauge during early 2022. The five standard gauge CBH locos have been supplemented by Aurizon unit Q4011, which has been noted running with CBH units, and also solo. P class locos and XT wagons, owned by Aurizon, have continued to operate in the Geraldton zone.

*Q4011 and
CBH118 pair
on 5S51 empty
grain working
at Beckenham
on 18
November.
(Simon Barber)*



*A sign of the
times with an
Aurizon Q
class heading
a CBH grain
train passing
through South
Guildford on
the 24
November
2021 (G
Watson)*

FROM



(J Patroni)

Despite a forecast predicted of a hot 35 degrees, a crowd gathered at Merredin's Railway Station on Monday 29 November to welcome and celebrate 50 years of continuous and efficient service of the Prospector train. Many guests included former railway employees for whom Merredin had been part of the advancement of their careers and home to their families. The air was full of laughter and the regaling of tales as colleagues and friends rekindled friendships and recounted experiences of previous times. The oldest former railway employee to join the celebrations was local resident, Frank Playforth (95) who believed the days of steam, though hard, were unequalled. Former district traffic superintendent Brian Gale recalled some of the happenings around Merredin that may best be left unreported!

The crossover of the two trains was timely, with TransWA driver Gavin, giving the assembled group a couple of extra whistles. Train crews were given a "goodie box" and passengers, a commemorative bookmark in recognition of the occasion.

The beautifully iced birthday cake was cut by Gloria Banks, former Merredin Shire President, Patron and former President of our Railway Museum. Both she and her husband Joe were instrumental in lobbying for the preservation of the old Railway Station buildings which were set for demolition with the commencement of the standard gauge. The hard work and vision of those early committee members has resulted in a great historical tribute to railway history in Merredin which today is enjoyed both locally and globally.



PHOTOS OF THE 50TH BIRTHDAY CELEBRATIONS (Philippa Rogers)



Above: Transwa's birthday table at East Perth along with birthday cupcakes given to passengers.

Left: The Prospector ready to depart East Perth on 29 November 2021

The cross of the two Prospector sets at Merredin on 29 November.





John Wearmouth, Philippa Rogers and Brian Williams posing with the model of the Prospector which Rail Heritage WA has lent to the Merredin Railway Station Museum for the celebrations (and a bit longer) – photo by Jane Patroni



Jane Patroni, President of Merredin Rail Station Museum who ensured the 50th birthday did not pass unnoticed was also the MC for the celebration event



MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
8 December	A de Smalen	G Bradley	D Ingram	A de Smalen
15 December	A de Smalen	B Williams	D Ingram	A de Smalen
22 December	A de Smalen	G Bradley	D Ingram	A de Smalen
29 December	A de Smalen	B Williams	D Ingram	A de Smalen **
5 January	A de Smalen	G Bradley	D Ingram	A de Smalen **
12 January	N Richards	B Williams	D Ingram / KS / NR	B Williams **
19 January	A de Smalen	G Bradley	D Ingram / KS / NR	A de Smalen **
26 January	***** Australia Day Closed *****			
02 February	N Richards	A de Smalen	D Ingram / K Smith	A de Smalen
09 February	N Richards	B Williams	D Ingram / K Smith	B Williams

**** School Holiday - Museum opens at 11.00am**

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
05 December	T Buttyl	B Williams	G Watson/M Gillooly	B Williams
12 December	A de Smalen	B Williams	C Forsey	A de Smalen
19 December	K Ayerst	B Keay	D Raine	K Ayerst
26 December	*****	Boxing Day – closed	*****	
02 January	T Buttyl	B Williams	G Watson/ M Gillooly	B Williams
09 January	A de Smalen	Iris Liu	C Forsey	B Williams
16 January	K Ayerst	B Keay	D Raine	K Ayerst
23 January	Quynh Hoang	Karen Smith	B Williams	B Williams
30 January	L McBeath	M Miles	G Higham	G Higham
06 February	T Buttyl	B Williams	G Watson/M Gillooly	B Williams

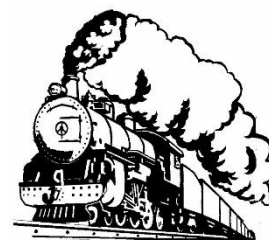
**Any alterations to the rosters would you please contact Brian at
brianwilliams@railheritagewa.org.au**



RAIL HERITAGE WA

Members Newsletter

January and February 2022



FOR YOUR CALENDAR

Please note that all museum attendances, including meetings and volunteering will require you to be double vaccinated.

Sat 12 February Entertainment meeting where Jeff Austin will present on the topic of 'Loco Water Tanks'. 2pm start.

Sun 27 February South-West Rail and Heritage Centre Open Day 9am to 2pm

Sat 12 March General meeting 2pm followed by a presentation on 'Quintinshill disaster, UK's worst rail tragedy' by Charles Waterton

FROM THE PRESIDENT (Philippa Rogers)

2022 is shaping up to be another that is affected by COVID-19 and who knows what the year will bring. As we go through the year if there needs to be cancellations of meetings, etc then we will advise members by email. For that small number of people who are not contactable by email, then if you are unsure, you can contact me in the couple of days prior to an event to check – 0417 961187.

On a personal note, the year began for me with surgery, which was a great success (and the hospital food was fantastic room service!) I wish to thank Dominic Bennett for standing in as Acting President. I have now returned but am on restricted duties for a while, so any ongoing assistance eg setting up for meetings, is greatly appreciated. I wish Bernard Horton the same success with his upcoming surgery.

We are now used to wearing masks again indoors and as of 31 January will be required to provide evidence of double vaccinations almost everywhere we go. The Railway Museum and the South-West Rail and Heritage Centre are included in that and as such it applies to us all the time, not just when the public is in attendance. All sign-in areas now have a SafeWA app for your sign-in too. Our volunteers have already been asked to show proof of double vaccination and so the transition should be relatively smooth and hopefully will help keep us all safe. Special thanks to the volunteers who will be interacting with the public when the museum is opened and hopefully there will be no issues when asking the public for proof of vaccination.

If case numbers climb to the point where we are struggling for volunteers to open the Museum eg after the borders open, then our first step will be to close on Wednesdays. Beyond that we will have to wait and see, it certainly makes it hard to plan and confirm events.

Exceptional work by Australian Museums and Galleries WA has determined that museums can also be categorised as indoor entertainment venues / amusement parks and their advice after liaison with relevant departments is that all museums fall under this mandate. We thank them for clarity on this.

Proof of vaccination requirements for WA

from Monday, 31 January

Proof of vaccination for those aged 16 and older will now be required throughout WA for:

- Hospital & aged care visitors
- Dining at all hospitality venues
- Amusement parks & the Zoo
- Theatres, museums & cinemas
- Music festivals & major events (500+ people)
- Gyms, fitness centres & health studios
- Crown complex
- Major Stadiums
- Play centres
- Bottle shops
- Nightclubs
- Live music venues

Service WA

Prepare today, download ServiceWA.

ServiceWA is a free, convenient and secure mobile application that will help Western Australians with WA's Safe Transition. It allows you to show proof of vaccination, check-in at events and venues, and access your G2G Pass for interstate travel - all in one convenient place.

More information visit wa.gov.au

2022 Anniversaries

We have hardly recovered from the events of WA Rail 150, and it is time to speak of other key anniversaries in 2022. Here are a couple to begin with.

Timber railways feature again with the opening of the Mason & Bird Tramway in February 150 years ago. Then December marks 150 years since the completion of the Rockingham to Jarrahdale railway. At this stage Jarrahdale are going to mark the occasion with celebrations on Saturday, 12 November. The date unfortunately clashes with our scheduled General Meeting, but we do need to consider how we can be involved in such a celebration as it is a key part of what we do.

MEMBERSHIP Welcome to Stephanie Sweeney who has joined us. Steph is already volunteering with the Museum Collection and Archives teams. Delighted to have you as a member now too.

2022 Meeting Entertainment

A typical year (non-COVID) sees us with 8 meetings to which we wish to provide guest speakers – whether one of our own knowledgeable members or an external speaker. Offers to present or suggestions for interesting speakers are welcomed – please contact Philippa.

ARCHIVES (G Watson)

Since the last newsletter another batch of photos, numbers 21601 to 21800, has been added to the online database, so check it out as there is always something quite different.

The following requests have been received from members of the public and other organisations in the last two months and have been dealt with by Jeff Austin.

No.	Subject	Purpose
December		
112	J. Cameron, WAGR employee record	Family history
113	M. Tetley, WAGR employee record	Family history
114	Middle Swan siding history	Revolutions Museum
115	Northam station layout	Modelling
116	Loco BALLAARAT photo	Revolutions Museum
117	Fremantle A signal box photo	Magazine article
January		
1	Albany railway photos	Publication
2	Railway staff uniforms	Family history
3	1922 Railway map	Self
4	ASG Operating Manual	ASG33 restoration
5	Port Hedland railway photos	Local history
6	AO rail motor history	Self

Photos recently donated by Adrian Gunzburg, which were taken when he was aged from 12 to 14 years old. This selection of photos were all taken at East Perth loco depot in 1961, with Pmr on the turntable.







XMAS LUNCH on 21 December at Bassendean, Photo by Geoffrey Higham



A combined lunch for the Archives and Museum collection and grounds teams was held on 21 December 2021. Thank you to Graham Watson and Bob Johnson for organising everything (and doing the shopping). Of course, not everyone is at the museum at the same time, but Tuesdays are quite busy with archives, museum collection and grounds and mid-week restoration groups there. Unfortunately, Graeme Bradley's offsider on grounds has gone back to work and so there is a need for someone to help Graeme in this task.

LOCOMOTIVE HISTORY (Jeff Austin)

U 655 – Railway Museum, Bassendean

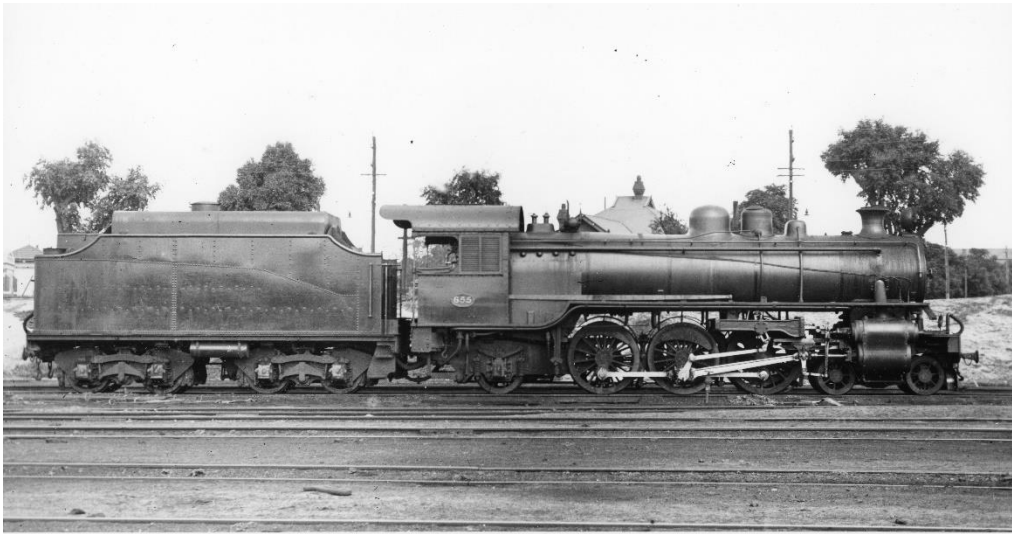
The U class locomotives entered service 75 years ago. Their purchase was a quick solution to the post-war locomotive shortages but with limited route availability and oil-burners, they were restricted and expensive to run. Their lasting legacy however, is the 'Australind' passenger train. This is the story of U 655.

In November 1945 the WAGR invited tenders from six UK builders for new locomotives. The replies were not favourable and the Agent-General in London was asked to assist. He was able to find a group of war surplus 4-6-2 'Pacific' locomotives available through the Ministry of Supply. These locomotives had been built by North British Locomotive Company, Glasgow in 1942 for war service in North Africa but never delivered. They had been stored at a Ministry of Munitions depot near Derby ever since.

The WAGR CME, Fred Mills was happy with their specifications and recommended an immediate purchase. The LMS in Derby was approached for help with inspections but were unable to spare an engineer. Instead a WAGR mechanical inspector flew to England in May 1946 to undertake the inspections and price negotiations. The price quoted by the Ministry of Supply was acceptable but the locomotives required some repair work to the tubes and machining of some crankpins and journals. Some haggling over the price ensued but eventually the first locomotive was ready to leave Derby on 9 September 1946.

'U 655' was built by NBL Co, Hyde Park Works, Glasgow, Scotland. (Makers No.24863/1942) and cost £14790 delivered to WA. It arrived at Fremantle with 'U 656' on the ship WAIMANA on 4 January 1947. The locomotives were in a stripped-down condition and

were transported to Midland Workshops for assembly. 'U 655' required several modifications to suit WAGR specifications and after painting in black livery, entered service on 25 January 1947. The 'U' class were the first locomotives to have the class and number painted on the buffer beam.



U 655 in original black livery at East Perth Loco, 1950's (Unknown, P20194)

As oil-burners, the 'U' class were initially restricted to passenger and goods working on certain routes; they being Perth-Northam and Perth-Bunbury. They were designed to burn bunker oil, but this was not readily available to the WAGR, so they burnt distillate (diesel).

After 'running in' work for a couple of weeks, '655' was based at East Perth depot. All the 'U' class were allocated to this depot and '655' mostly worked the SWR, including No.5/12 Passenger from Perth-Bunbury. As well as the regular routes, a 'U' class had also run a trial from Perth-Albany. With a fuel oil capacity of 1800 gallons and a consumption rate of about 4 gallons/mile, a 'U' class could cover the 340 miles to Albany without refuelling. Two 'U' class, '654 & 655' were assigned to this working and commenced hauling No.7 & 8 Passenger on 18 June 1947. '655' did its first run from Perth-Albany on 19 June. After the overnight run to Albany, the engine was topped up with oil and usually hauled a return goods train to Mt Barker, before heading back to Perth that night on the passenger. This was the routine for '655' for the next 4 months but it wasn't without problems. During that time it failed en-route on 9 occasions with hot boxes.

On 20 July 1947, 'U 659' hauled a Hike excursion train from Perth-Bunbury. This train covered the journey more than an hour faster than a regular passenger service and questions were immediately asked - why! Thus, was born the idea of a new fast passenger service to Bunbury. On 24 November 1947 the new train, No.9/10 Passenger, "Australind" departed Perth on the inaugural run to Bunbury; coincidentally hauled by the same engine, 'U 659'.

Late in 1947 several 'PR' class were converted to oil-burning and commenced running Perth-Kalgoorlie. These new oil storage facilities permitted a wider use of 'U' class and '655' was noted hauling No.3 Passenger from Perth-Merredin on 29 June 1948.

By late 1948 the 'U' class were beginning to show signs of the hard work they had been expected to do. In November 1948 eight of the class were out of service for repairs. Their situation was summed up by the noted rail historian John Buckland when he spoke to enginemen at East Perth depot in May 1950.



U655 shunting at Bassendean, showing oil tank, 31 July 1967 (P. Hopper, P11413)

"The truth of the matter would seem to be that if you suddenly expect a mere 14 engines ...not specifically designed for heavy duty to run the bulk of your traffic and run them until they drop ...then you are looking for trouble. Most enginemmen I spoke to said they were a good engine, but over-worked like all the rest, thus neither getting the servicing nor workshop attention necessary."

Following the death of CME Mills in June 1949 the WAGR appointed Tom Marsland as CME and Charles Clarke as Assistant Commissioner (Engineering). Clarke soon familiarized himself with the locomotive situation and expressed a desire to replace the troublesome 'wartime' engines; the 'ASG, S and U' classes. He expected that the new 'X' class diesel-electric locomotives would arrive in 1952 and lead to the retirement of all 'U' class by 1955. In the meantime a bay was set aside at Midland Workshops to undertake necessary repair work to all the 'U' class.

The introduction of the 'X' class didn't quite go to plan and by 1952 they were yet to arrive. The Metal Trades strike commenced in February 1952 and by June, '655' was stowed at East Perth awaiting repairs.

The fate of the 'U' class had changed by 1952 with the ever present threat to coal supplies due to industrial trouble at the mines. The 'U' class were seen as a useful locomotive in times of coal shortages and it was decided to overhaul the whole class in 1953. To expedite overhauls at Midland Workshops a decision was made to build two new all-steel 'U' class boilers (The NBL boilers had a copper firebox). The new boilers, No.743 & 744 were duly completed and installed in U 656 & 658 in April 1953. '655' also received a general overhaul and emerged from Midland Workshops on 12 May 1953, having so far travelled 181,485 miles (292,090 km.). It returned to East Perth and continued the routine of goods trains and No.7/8 Pass to Albany.

On 31 August 1954, '655' was accelerating out of Narrogin yard at the head of No.7 Pass, when it collided with 5 loaded coal wagons which had rolled out of the goods yard. The locomotive sustained front end damage and derailed the tender, while the 51 passengers were shaken but not hurt. Temporary repairs were carried out at Narrogin and the engine hauled No.8 Pass to Perth on 3 September. It was then taken to Midland Workshops to complete repairs and returned to service on 4 October.



U 655 shunting PM 705 at Workshops, Midland, 13 February 1967 (P. Hopper, P11284)

The 'U' class were rough riding engines, especially at high speed. By June 1950 the 'Australind' was regularly running late and this was due to crews reducing speed on the 'U' class. 'U 662' had modifications done to the springing of the rear trailing truck in October 1950 and this greatly improved the ride. However as the engines got older, enginemen constantly complained about the ride.

Early in 1955 the 'Australind' ceased to be an express to Brunswick Junction and now stopped at Pinjarra. As a result, enginemen urged the department to haul the train by 'W' class, thus allowing water to be taken during the Pinjarra stop. This was agreed and 'W' class took over hauling the train on 2 May 1955. Shortly after on 3 July 1955, enough 'X' class had entered service that No.7/8 Pass to Albany was dieselized. There was then less work for the 'U' class and six were withdrawn by 22 September 1955. '655' continued in service but was eventually stowed at Midland Workshops on 28 March 1957. It had so far travelled 296,484 miles (477,173 km.).

Industrial disputes on the Collie coalfields in 1961 resulted in all 13 'U' class being returned to service. '655' was repaired at Midland Workshops and issued on 15 February 1961. It was used on the Bassendean shunter and goods trains between Midland Junction and Fremantle, before being withdrawn for general overhaul in August 1961. During this overhaul it was fitted with the all-steel boiler, No.744 and distinguished from other 'U' class by the higher steam dome cover. Upon being released from the workshops on 24 October 1961, '655' was withdrawn and stowed at Midland Junction Loco and later the old MRWA Loco depot.

A reprieve came on 31 January 1967 when it was towed to East Perth depot. After minor repairs it was returned to service a few days later and became the Bassendean shunter. It performed this role until 26 September 1968, when it was replaced by W 951.



U 655 shunting at Bassendean, 31 July 1967 (P. Hopper, P11414)



U 655 taking water at East Perth Loco, 1967 (P. Hopper, P11871)

'655' was withdrawn in October 1968 and stowed at Midland. It was selected for preservation with the ARHS by June 1969 and written off on 10 September 1970. All the other 'U' class were deemed surplus to requirements on 19 September 1969 and written off the following month. The WAGR removed the boilers to recover the copper fireboxes and the remainder of the loco was sold to private scrap dealers.

'U 655 & UT 664' were delivered to the Rail Museum, Bassendean on 3 June 1972.

MUSEUM (Philippa Rogers)

Bruce Keay and John Cole have been working on the restoration of the main clock from Perth station. Bruce writes '... has been proceeding and the photo (by Bruce) show the case and faces together for testing of the new lighting.

Originally the clock had incandescent fixtures which were quite hot when on, then replaced by fluorescents and now will be LED strip lighting, tricky to arrange to avoid shadows from the mechanism. John has the mechanism restored and driven by a stepper motor with control by an Arduino minicomputer.



Testing so far has accuracy to 1 minute per day rather good for an old mechanism. Brackets are now being made (welding in the heat!) to clamp the clock to the column. Controls will be at head height for accessibility. If you want to see where the clock was look at Page 77 in "Marble Bar to Mandurah".

On Tuesdays we have a group of five people working on collection work, including sorting, identifying, storing, researching and accessioning. There is quite a backlog, and it seems just when you think you have something sorted, then another similar item is found. The enthusiastic group are also looking at the first stage of the propose 'timeline' to be put onto the new cupboard doors. We are there from 9.30am to about 3pm and you are welcome to come and join us. Air-conditioning is non-existent for us so if it is very hot ...

SOUTH-WEST RAIL & HERITAGE CENTRE (Alasdair Kenyon)

Our first open day for 2022 was marked by very hot weather, with the bulk of our 50 adults and 36 children visitors arriving by mid-morning. A disappointing number but understandable given the weather. Made in Australia was the theme for this month's open day and featured a display by The Old Machinery Club of WA including an interesting display of old lawnmowers, and some vintage cars.

The day also saw the introduction of an entry fee of \$5 for adults in lieu of the previous gold coin donation. The entry fee will bring in improved cash flow which will benefit the Centre and its member organisations.

The recently laid concrete pathway at the entry to the centre and exit of the model railway building, which improves the experience on entering the Centre drew a number of favourable comments during the day. We thank Shire of Capel and Bendigo Bank for their contribution to this project which will allow easier access for those with restricted mobility.

We are also trialling having a RHWA sales presence on all open days, and to this end we had a small table of publications available on Sunday, and despite the small number of visitors managed sales of \$119. (Photo by Alasdair on the next page shows Anna and Callum at work.)



The Boyanup Foundation, which RHWA is part, and also partners with, to run the SWRHC, was the recipient of the Community Group Award at the Shire of Capel Community Awards Ceremony held on Jan 26. The award includes a \$1,000 prize, and we thank Philippa for preparing the submission on our behalf.



At the Award ceremony – far right Alasdair and Anna Kenyon, then next to them is Ted Pickston (Foundation President) and Debbie Pickston (Foundation Secretary).
Photo courtesy of the Shire of Capel.

RESTORATION AND MAINTENANCE



Y 1116 at Boyanup is being repainted by Garry, Ian and Mick and is looking much brighter.
(Photo: Noah Greenfield)

After the past hot few weeks and with holidays there has a great deal of other restoration work happening, but the little jobs continue.

NEWS FROM AROUND THE STATE (Simon Barber)

BATTERY LOCOS – PILBARA (FMG / RIO TINTO)

Fortescue Metals Group and Rio Tinto have joined Roy Hill in announcing the purchase of battery powered locomotives for their iron ore operations.

FMG has bought two units. The eight axle locomotives will have an energy capacity of 14.5-megawatt hours and will be manufactured at the Progress Rail facility in Sete Lagoas, Brazil. Fortescue is expected to take delivery of its first battery-powered locomotive in 2023. They will supplement the locomotives undergoing green technology fuel conversion with Fortescue Future Industries.

Rio Tinto will purchase four battery-electric trains from Wabtec Corporation for use in the Pilbara region of Western Australia as part of its strategy to reduce its carbon emissions by 50 per cent by 2030. The four seven-megawatt-hour FLXdrive battery-electric locomotives from Wabtec will be used to carry ore from Rio Tinto's mines to its ports and will be recharged at purpose-built charging stations at the port or mine. The locomotives will also be capable of generating additional energy while in transit through a regenerative braking system which takes energy from the train and uses it to recharge the onboard batteries. This announcement follows Wabtec's recent partnership with Roy Hill for the world's first fully battery-powered, heavy-haul locomotive. Production is due to commence in the United States in 2023 ahead of initial trials in the Pilbara in early 2024 tested against a range of safety and functional criteria, including integration with AutoHaul.

ROY HILL AUSTRALIA

RHA took delivery of ES44ACi locomotive 1028 during January, the unit being noted on a low loader on 12 January for transfer to the Roy Hill yard from the port at Port Hedland. It had arrived in Port Hedland on 9 January on the *Calypso*.

SCT LOGISTICS

SCT took over the transportation of BlueScope Steel products into Forrestfield from 1 January. SCT is in partnership with Qube Logistics and Watco Australia for the nationwide rail contract which was formerly held by Pacific National. Steel products are conveyed by

SCT's MP9 services into Forrestfield, where Watco then shunts the loading into the BlueScope sidings at the southern end of the yard. During the first part of January, T377, T376, FL220 and G511 were all noted on shunting duties. Watco also handles the shunting task for Sadleirs.

SCT has taken delivery of another eight CSR locomotives, delivered in two batches through the port of Adelaide, with another four due later. For the inaugural trips of each unit between Adelaide and Perth, three locomotives were rostered with the new units placed in the middle in each direction. SCT service 6MP9 which arrived at Forrestfield on 10 January was hauled by CSR014, CSR016 and CSR013. All three were recent arrivals, and this was possibly the first occasion on which triple CSR units have worked a train west of Tarcoola. CSR016 was the loco on trial, making its maiden journey west. CSR015 made its first trip west on 3MP9 which arrived on 21 January, sandwiched between SCT003 and CSR008. The pattern was broken when CSR019 led SCT010 for its WA debut, arriving with 4MP9 on 22 January. CSR015 and CSR019 were subsequently stranded at Forrestfield with the ARTC east-west railway closing due to flooding in South Australia.

AURIZON

MINERAL RESOURCES LIMITED

AC4304, ACB4406 and ACC6032 worked train 7111 from Forrestfield to West Kalgoorlie on 22 January, consisting of 78 loaded MRL iron ore wagons. The wagons had previously been taken to Kwinana and loaded with iron ore which had been stockpiled at the Bulk Terminal, having been left behind when shipping ceased. The ore was destined for export through the Port of Esperance.

ALCOA

Export bauxite services into the Kwinana Bulk Terminal ceased running during the latter part of 2021 as Alcoa's licence agreement with the Environmental Protection Authority expired. The fleet of AHCF wagons dedicated to export bauxite is currently in storage at Forrestfield. An annual total of 2.5 million tonnes was being railed to the bulk terminal for shipping to third parties. Alcoa has a submission with the EPA for a new licence to export bauxite, with an anticipated start in the latter part of 2022. The rail transport of bauxite from Calcine to the Alcoa alumina refinery at Kwinana remains unaffected.

CBH GROUP

The three CBH owned DBZ class units which have seen active service for the group were transferred from the CBH Kwinana terminal to the Aurizon yard nearby during January. P2509 towed DBZ2305 and DBZ2301 from Kwinana to Forrestfield on 24 January as train 2121. DBZ2302 remained at the Aurizon yard in Kwinana.

The total harvest received by CBH of around 21 million tonnes broke many records. Two extra wagon fleets have been in the process of being activated, both supplied by Aurizon. Sixty AGAY wagons have been targeted to assist the standard gauge task, being road hauled from Avon Yard to Gemco Rail at Forrestfield, where bogies are being fitted and other rectification work undertaken. Sixty VGKM narrow gauge wagons will supplement the fleet, these have been modified from coal wagons by UGL at Townsville, and then transferred to Western Australia by road transport.

WATCO

GL110 worked a rail train towards Esperance during January, becoming the first member of its class to travel south of the Redmine branch junction at Kambalda.

METRONET WORKS

The Elizabeth Quay – Aubin Grove section of the Southern Suburbs Railway was closed between 26 December and 14 January for work in the vicinity of Cockburn Central station. The work was in preparation for the Thornlie – Cockburn Link railway.

The tasks being undertaken were as follows.

- Shifting a 3km section of the Mandurah Line rail tracks within the existing rail corridor between Cockburn Central Station and Glen Iris Tunnel.
- Installing about 5km of new rail tracks.
- Re-laying 7,500 concrete railway sleepers.
- Replacing 16,000 tonne of rock ballast.
- Overhead Line Equipment installed - 112 masts and 6km of wire.

Buses were used to replace trains in the closed section. Temporary stands were set up on the floor of the Perth Convention Centre to accommodate the large number of extra movements required, these being more than the adjacent busport could handle. Train services continued to be operated between Aubin Grove and Mandurah during this period.

CHANGES AT COCKBURN CENTRAL – Geoffrey Higham

After much advertising, trains services between Perth (Elizabeth Quay) and Aubin Grove were stopped from Christmas until 14 January to allow changes at Cockburn central for the eventual construction of a new Metronet line linking Cockburn Central to Thornlie – and thence to Optus and Perth.

Transperth organised buses as rail replacement services, although on week days this journey was much slower than the normal train schedule.

Metronet contractors were at work on New Year's Day making the changes at Cockburn Central. It was easy to observe the works from the station footbridge, and also from the new Armadale Road overbridge (footpath on north side).

Looks like the trains from/to Optus/Thornlie will converge into a single dock platform, see the fence on west side of the extended platform. There is also an interesting extension at south end of existing platforms.

All photos in this section by Geoffrey Higham.



New Year's Day 2022 - platform extended, southbound track removed



New Year's Day 2022 - northbound track already re-aligned



By 9 January, Visible progress since last week's photos at Cockburn. The up and down mains have been relaid on their new alignment with sufficient width between them for the tracks from Thornlie. New posts in place for the overhead for these tracks. Wiring has started, so these lines should be finished for next weekend reopening.

This will leave space for the trains to come from Thornlie, up thru the old tunnel which was built when the government of the day proposed running Mandurah trains across to Cannington and into Perth that way.. No doubt many nights of work next to the busy Mandurah lines!

The photos confirm that trains from Thornlie will terminate in a single dock platform at Cockburn, but there looks to be space next to that track beyond the platform for a siding.



I visited Cockburn again on Sunday 16th. Service had been resumed, as advertised, so well done for that. In fact there were extra trains, with shuttle services running to Cockburn Central, into the central siding and return to Perth – normal for a weekday peak period but not for a Sunday. I'm advised that this was the quickest way to compact the new track, as standards require certain tonnage to have passed over the track before full speed could be resumed for Monday morning's service. An electric multiple unit (EMU) can run a lot faster than a tamper, I guess!

I'm told its intended to lay the tracks from the dock platform at Cockburn to the tunnel using short sections. A track-laying machine can be brought in later to lay from the tunnel to Thornlie, as the dual gauge freight tracks there have first to be relaid, moved a few metres north.



The platform extension will be in place until all work at Cockburn is complete. The trains have a platform detection system to prevent doors opening when not at a platform. The extension allows trains to stop further south, so that the north end of the platform can be barricaded off and work continue on the dock platform with being interrupted by each train.



FROM  Merredin
RAILWAY MUSEUM (Jane Patroni)

Happy New Year from all of us at the Merredin Railway Museum! We hope this finds our friends and supporters fit, well and ready to launch in 2022. Backing on from the success of 2021 and the celebrations we enjoyed in Merredin, we expect this year to be busy as we prepare to celebrate **130 years of rail next year in 2023...** stay tuned!!

As we are still in the midst of COVID 19 restrictions, there will be some Government mandated entry requirements and Codes of Conduct that will affect everyone visiting the Museum. Visitors (and volunteers) will be required to:

1. *Scan their ServiceWA phone app on entry or manually Sign In*
2. *Wear a face mask*
3. *Provide proof of vaccination*
4. *Use the hand sanitiser provided*

On a brighter note, this year we aim to continue to profile the Museum for our visitors as detailed in the *Interpretation and Design Concept Plan* by erecting our new banners on both the north and south sides of the perimeter fences. Presently, we are awaiting the necessary clearances from the Public Transport Authority and ARC Infrastructure. With the proposed CBD improvement plans to commence this year, the area on the town side of the Museum will enjoy a facelift.

We are trying to source a Prospector Stewardess's uniform for a uniform display (remember the orange mini dress and jockey cap?). Any suggestions - please contact Jane (janepat55@gmail.com).

Looking forward to meeting and greeting our visitors this year – great for a day trip or linger longer as there is plenty to see and do in town and at the Museum. Feel free to call in, say “Hello” and have a cuppa with us.



Snippet from Brian Williams:

I noted in the October edition of The Railway Magazine details of an auction held in September, in the UK where a locomotive plate named Western Australia was sold for £12,000

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
02 February	K Smith	G Bradley	D Ingram	G Bradley
09 February	K Smith	B Williams	T Nunn	B Williams
16 February	K Smith	G Bradley	A De Smalen	G Bradley
23 February	K Smith	B Williams	T Nunn	B Williams
02 March	K Smith	A de Smalen	D Ingram	A De Smalen
09 March	K Smith	B Williams	T Nunn	B Williams

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
06 February	T Buttyl	B Williams, K Smith	G Watson/ M Gillooly	B Williams
13 February	A de Smalen	B Williams, K Smith	C Forsey	A DeSmalen
20 February	K Ayerst	B Keay, K Smith	D Raine	K Ayerst
27 February	L McBeath	M Miles, K Smith	G Higham	G Higham
06 March	T Buttyl	Quynh Hoang, K Smith	G Watson/M Gillooly	B Williams

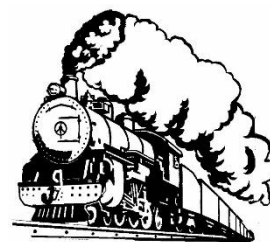
Any alterations to the rosters would you please contact Brian at brianwilliams@railheritagewa.org.au



RAIL HERITAGE WA

Members Newsletter

March 2022



FOR YOUR CALENDAR

Please note that all museum attendances, including meetings and volunteering will require you to be double vaccinated.

- Sat 12 March General meeting 2pm followed by a presentation on 'Quintinshill disaster, UK's worst rail tragedy' by Charles Waterton
- Sun 27 March South-West Rail and Heritage Centre Open Day 9am to 2pm
- Sat 9 April Entertainment meeting 2pm 'From the Archives'
- Sun 24 April Leschenault Lady in steam at the South-West Rail and Heritage Centre Open Day 9am to 2pm
-

FROM THE PRESIDENT (Philippa Rogers)

As I write this COVID infections in WA are raising swiftly and its impact on our activities is hard to ascertain. The 2 sq m rule indoors does not affect our museum operations but the heat and the uncertainty in 2022 has certainly affected our visitor numbers. Thank you to the volunteers who have continued to open the museum twice a week despite the extreme heat that has been experience at times.

Our next monthly meeting (12 March) is planned to be held under the main roof – near the dining car. This should give us plenty of room and fresh air. Please come around the entry building and down the ramp to under the main roof where you will be asked to sign in as usual. I note that some of our active volunteers have already been affected by COVID in their contacts. Please check your email in case we have to notify of a last minute cancellation.

MEMBERSHIP

Your management committee discussed membership fees at its past meeting and agreed that they should stay the same for the coming year. Your renewal form will be coming out shortly. Our preference is for people to pay via direct debit but please note that we now have a Bendigo Bank account and the ANZ account has been closed so your quick link / records from last year will be out of date. Thank you. And don't forget to return your renewal form too. Thank you.

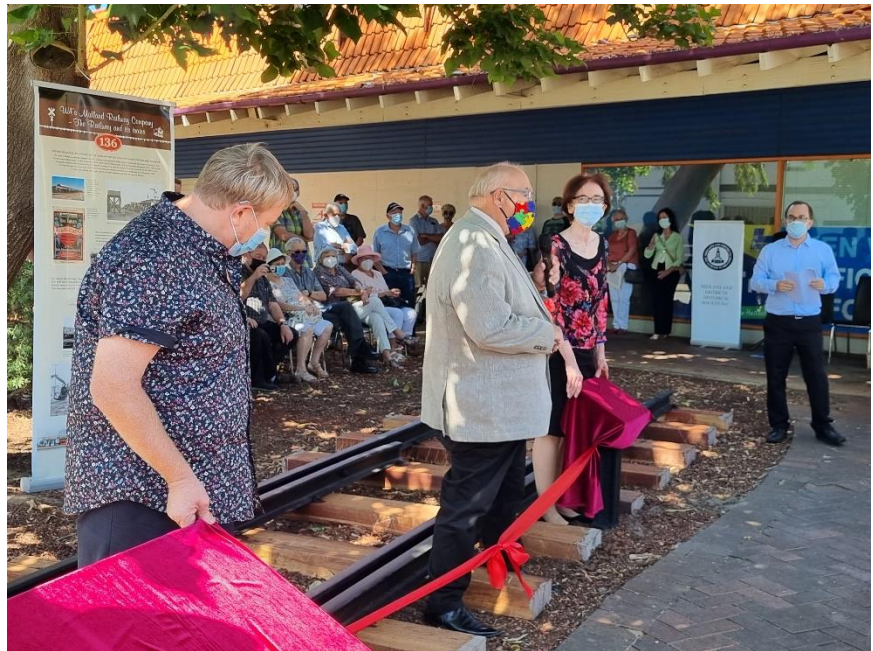
MIDLAND RAILWAY COMPANY OF WA HONOURED IN MIDLAND

It's been 58 years since the Midland Railway Company of Western Australia was taken over by the WAGR. Thanks to a great initiative by the Midland and Districts Historical Society, the company was honoured with the unveiling of a commemorative site on 13 February with the relocation a piece of rail track and

plaque that had been sitting behind a fence on the former Tuohy Gardens site on Great Eastern Highway.

The rail track and plaque with the addition of a new interpretive sign now take pride of place on the corner of Helena Street and Great Eastern Highway adjoining the Centrepont Midland Shopping Centre which was the site of the Midland Railway Company of Western Australia Limited – its administration, locomotive depot and workshops.

Rail Heritage WA supported the event with the supply of display and the loan of our MR pull up banner.



Mayor of the City of Swan, Cr David Lucas, Hon Donna Faragher MLC, Judith Dowson – daughter of the late John Dowson, the last General Manager of the Midland Railway Company of Western Australia and Mark Richards – Deputy Chairperson of the Midland and Districts Historical Society had the honours of unveiling the commemorative site. (P Rogers)



Former MRCoWA employees – a much smaller group left than were able to attend our 2014 celebrations. Seen here with the new display panel. (P Rogers)

LOCOMOTIVE HISTORY (Jeff Austin)

SSM No.7 – displayed in Pemberton

125 years ago on 1 January 1897, the railway opened to Kalgoorlie. Today there is only one surviving locomotive which worked that line in the beginning. This is the story of SSM No.7/ex WAGR G 53.

WAGR Years

In 1895, James Martin & Co., Gawler, South Australia built a number of 2-6-0 tender locomotives for the WAGR and SAR. One of these locomotives, Makers No.117/1895 arrived at Fremantle on the 'ss *Innamincka*' on 12 August 1895 and was unloaded and transported to the nearby railway workshops for final assembly and trials. The locomotive was painted black with the dome cover and safety valve surround highly polished brass, while the chimney top and piping was polished copper and brass. The twin whistles and cab fittings were also polished brass, with polished steel side rods and motion. Large individual brass numerals, '53', were fitted on the cab sides and rear of the tender. The locomotive cost £2400.



*James Martin & Co. 1895
works plate*

'G 53' entered service on 22 August 1895 and was sent to Northam depot. At that time the 'G' class were the principal passenger and goods engine on the railway to the goldfields. Each day 'heavy' goods trains departed Northam hauled by double-headed 'G' class on the long haul to Southern Cross. After the railway opened to Kalgoorlie in January 1897, '53' was transferred to Kalgoorlie. It continued to haul goods trains but also at times the Perth passenger train, No.10/37 Express, to and from Southern Cross.

By the end of 1897 the new 'O' and 'R' class locomotives had taken over most of the main line work and '53' was transferred to Bunbury (1898-1901) and Midland Junction (1901-04).

The introduction of large numbers of new and more powerful locomotives in 1901-3 made the 'G' class almost obsolete. From 1902, 32 of the 2-6-0 'G' class were stowed at Fremantle and Midland Workshops, while the newer 4-6-0 engines continued in service. '53' was one of those stowed and it languished at Midland Workshops until 1910. The construction of the agricultural branch line network in the early 1900's returned many of the stowed 'G' class engines to service and '53' was re-issued to traffic after general overhaul on 30 April 1910 and sent to Fremantle. It

had so far travelled 229,353 miles (369,130 kms). '53' was used mostly as a shunter at Fremantle (1910-14), Perth (1914-19) and East Perth (1919-24).

In the post-war years the WAGR had a large backlog of stored locomotives requiring new boilers. Steel prices were still at high war time prices and supplies were difficult to source. The situation improved by 1924 but the demand for new boilers was beyond the capacity of Midland Workshops. To remedy this, the WAGR ordered 32 boilers from the Yorkshire Engine Company in Sheffield, England.

'53' was stopped for an overhaul and new boiler in April 1924 and returned to service on 15 April 1925. It then worked at Geraldton (1925-27), Fremantle (1927-30) and Northam (1930-33). On 29 September 1930, '53' was hired to the Public Works Dept for construction and ballasting work on the new Kulja-Bonnie Rock Railway and later returned to Northam. The Depression years were a busy time for railway construction and deviation works, especially in the Geraldton district. '53' was then sent to Geraldton (1933-38) and Fremantle (1938-42).

North Australia Railway Years

During World War 2, the WAGR sold 26 'G' class to the Commonwealth Government for war service on the North Australia Railway at Darwin. Initially they were shipped direct from Fremantle, but most were sent via Sydney. Due to limitations on lifting gear on the ships at Darwin, the NSWGR agreed to break down the engines in Sydney. Three were dropped into Sydney Harbour but recovered without any major damage. They were then shipped north and reassembled once unloaded in Darwin.

'G 53' was sold to the Commonwealth in May 1942 having travelled 614,621 miles (989,195 kms) on the WAGR. It departed Fremantle with 12 other 'G' class on the ship '*Clan McPherson*' on 14 May 1942 and entered service on the NAR in August 1942, classified 'NGA 53' and in 1943 reclassified as 'NFC 69'. The large group of locomotives were kept busy hauling heavy wartime traffic from Darwin-Birdum.



After the war ended, '69' was withdrawn and stored at Katherine. The locomotives were then offered for sale and representatives from WAGR, Public Works, State Saw Mills and Lakewood Firewood Company travelled to Katherine to look over the engines. State Saw Mills purchased 'NFC 69' for £1500 in November 1946 and it was returned by ship to Fremantle in early 1947. It was overhauled at Midland Workshops and reclassified 'SSM No.7'.

SSM No.7 hauling a rake of logs to the Pemberton mill, c.1963 (P19457)

State Saw Mills Years

In 1947 State Saw Mills built a new mill on the Shannon River and connected it to the WAGR siding at Terry (3km north of Northcliffe) by a railway, 32 km long. A small network of bush lines was also built at Shannon and 'No.7' spent several years hauling logs to the mill and sawn timber to the government siding. On 1 July 1961, the Shannon mill was sold to the English-based Hawker Siddeley Building Supplies Pty Ltd.

Despite the change of ownership, the routine for 'No.7' continued unchanged and it even hauled a special train of tourists from the ARHS Vic Div. along the railway on 20 September 1962.



*SSM No.7 hauling the
ARHS Vic Div special at
Shannon mill, 20
September 1962 (T00006)*

'No.7' was transferred to Pemberton mill by February 1963 and hauled the last load of logs by rail from the forest on 31 January 1964. It was then used only to shunt wagons from the mill to the Pemberton station.

*Tender view of SSM
No.7 at Pemberton mill,
11 January 1968 (P.
Hopper, RHWA
Archives, P11804)*



Hawker Siddeley took delivery of a ComEng diesel from Queensland in October 1969 and this replaced 'No.7' from the end of November 1969. 'SSM No.7' was last steamed on 30 January 1970 and later placed on display in the main street of Pemberton.

'SSM No.7' is one of the earliest Australian-built locomotives still surviving and the oldest 'G' class locomotive used by the WAGR. Combined with its wartime service with the Commonwealth Railways and work in the south-west forests for State Saw Mills, 'SSM No.7' historic significance was recognized with listing by the National Trust of Australia (WA) in June 2003.



SSM No.7 hauling wagons of timber to Pemberton station, 11 January 1968 (P. Hopper, P11807)

SSM No.7 shortly after being displayed at Pemberton, c.1971 (J. Parker, P09254)



SSM No.7 displayed at Pemberton, 1 October 2012 (J. Austin)

Ed: Fifteen of the G class locos that went to work on the North Australian Railway returned to WA but only one - SSM No.7 - survives.

ARCHIVES (G Watson)

A further selection of photos this month, taken by a young Adrian Gunzburg.



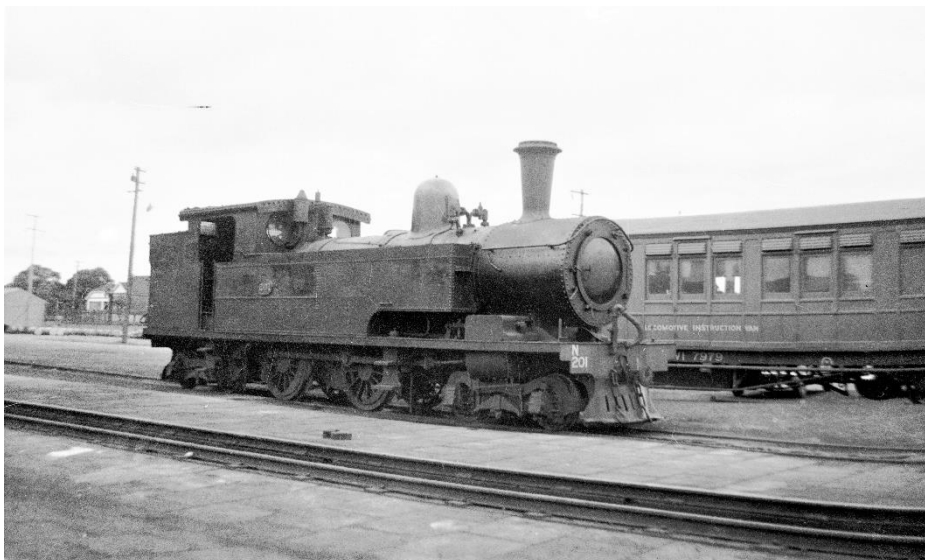
*Mt Lawley down
platform and signal
box, 1961*

*A closer look at the Mt
Lawley down platform
and signal box, 1961*

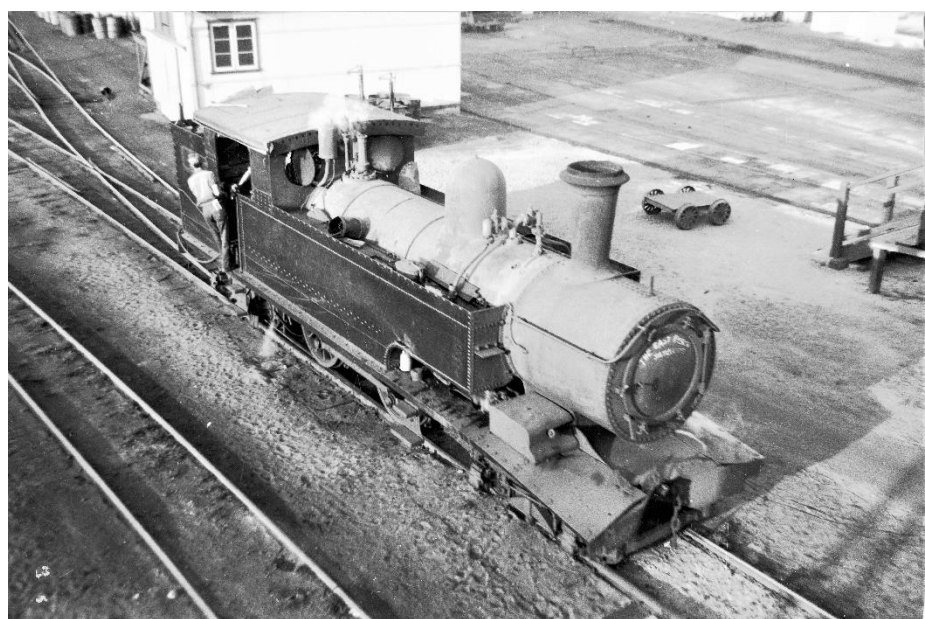


*Mt Lawley station
Up platform
building, 1961*

The next three images are all of N201 at East Perth in 1961, where it was used as a steam cleaner.



In the background of this photo can be seen the Locomotive Instruction Van VI 7979, that had been converted from AP 86 to the VI in April 1946. It was written off in September 1971.



MUSEUM (Philippa Rogers)

The Tuesday Museum Collection and Exhibition team has been making great progress with the accessioning and photography of items into the collection. We were very fortunate to recently receive the donation of a table top showcase – thanks to Dom and John for collecting it for us.

In the showcase it is intended to put small displays that can be changed every 3 months. The first such display is one of railway headgear and covers a period of around 70 years.

The 1970s Prospector stewardess hat had the name Gadsby written inside and we have been able to establish that Lynette (Lyn) Gadsby worked for Westrail from 1977 to 1979.



Stephanie has been researching early tramlines in Geraldton with information revealed about a convict-built line to a limestone quarry c1859. Like others in the colony at that time it was horse drawn and will contribute towards the new timeline display.

Late last year we were fortunate to receive a 'Powering Communities' grant through the office of Patrick Gorman, MP, Member for Perth.

This grant for \$5,500 is enabling us to replace our many lights with LEDs. This includes lights in our buildings, office, carriages, workshops, etc. It will assist us with our power bills, improving our sustainability and reducing our environmental footprint. Having no UV light emitted is also better for our collection.



We are able to spend the grant on actual equipment thanks to the work by John, who has been assisted by Brayden in the case of higher lights and Ian with the carriages. Thank you to everyone involved.

RESTORATION AND MAINTENANCE

The weather has slowed down progress on various activities the past two months, but work is continuing, albeit slowly. Much of the obvious work is taking place along the main platform.

The cab of R174 is being refurbished thanks to Andy – it was a bit too hot to paint the BAS hopper out in the full sun. AY 452's roof repairs with the installation of replacement d-mouldings has continued. As Kevin's offsider Colin has had a health scare and isn't around to help on AVL 314 for a few weeks, work has commenced on the partial repaint of the bullion van as many of the windows were now missing paint.

As can be seen in the photos below, there was a cooler day (only 33 deg) so James has returned to work on ZF 441 but this time he was assisted by Andrew. Welcome back to Andrew who has returned from Germany for some weeks.



The loco team has been working on both steam and diesel items. S 549 'Greenmount' and G 233 'Leschenault Lady' are having pre-season attention paid to several components to ensure best operational status.

On the diesel front, they travelled to Minnivale to ensure that AB 1535 started, and the asset was still in good condition. Meanwhile TA 1807 in Boyanup, which has not worked for some years, is receiving attention to its fuel pump by an outside specialist and doors have been removed and brought to Bassendean for preparation to repaint them in Westrail orange.

Also in Boyanup Garry, Ian and Mick are finishing off the repaint of the Y class – in green. Both ends are painted white with the red V in place on one end. With the TA and the Y class we will have both the WAGR green and the Westrail orange liveries there, with the intention to repaint Jardee into the yellow scheme she carried at Bunnings.

NEWS FROM AROUND THE STATE (Simon Barber)

AURIZON

INTERSTATE INTERMODAL TRAFFIC

The closing of the ARTC east – west railway from 21 January due to major flooding in South Australia halted interstate rail services into Western Australia. The Eyre Highway was also close initially in South Australia, severing both land corridor east – west links. When the highway reopened, a transport strategy involving rail and road operators was developed to enable containers to flow efficiently between the two states. Triple road trains carrying containers were permitted to run as far as Kalgoorlie from the east. Some of the loading was then transferred to rail at West Kalgoorlie, with the balance being conveyed to Perth by road using double road trains. The line was restored to full operational condition on 15 February.

Pacific National service 6P22 hauled by NR7 and NR112 did the first transfer of containers by rail, departing West Kalgoorlie on 5 February. Aurizon then took over the rail flow traffic, utilising its 025 / 426 general freight services which operate daily between Kwinana and West Kalgoorlie. Interstate container loading was detached and attached at Forrestfield, with Pacific National tripping the wagons to and from its Perth Freight Terminal facility at Kewdale. Train service 1426, combined with 1430, was noted running to Forrestfield from West Kalgoorlie on 7 February with a healthy loading of interstate containers on the front, followed by local loading bolstered by Minara Resources containers from Malcolm. The locos were AC4304 and Q4017.

TRONOX



The initial Tronox service at Burracoppin, photo by Simon Barber.

The first Tronox mineral sands service departed Broken Hill on 16 February as 4UP1, with an early morning arrival at Kwinana on 19 February. The flood caused railway closure in South Australia delayed the inaugural service. Locomotives 6025, 6023 and 6022 hauled the train consisting of an in-line fuel tanker, crew car and 95 flat wagons. The sands will be taken to plants at Chandala and Bunbury for processing. Initially one service a week will run, with a path for a second train to commence later.

ARC INFRASTRUCTURE

The Millendon Junction – Avon Yard railway was closed from 29 January to 2 February because of a bushfire in the Moondyne area. The incident region came very close to the rails and access road, resulting in DFES and Arc deciding to suspend services. The flow of grain to Kwinana was severely disrupted at a time when a record crop was in the process of being moved for shipping. Passenger services were replaced by buses. Interstate services had already ceased during this period, ironically because of flooding in South Australia.

The Miling branch was reopened to traffic in January following completion of bridge repairs near Toodyay.

WATCO / RHWA

Watco has taken a three-year lease on AB1535 from Rail Heritage WA. DR1565 and DR1564 ran light engine from Bellevue to Minnivale on 20 February to collect AB 1535 from the former silo complex, where a number of items of rolling stock are housed. It is planned to use AB1535 on railways such as the Miling branch, where use of the DR class is restricted due to axle weight. Watco no longer has CBH class units available to it for such work.



METRONET

The State Government has announced that the Armadale line will be closed south of Victoria Park for 18 months, commencing in early 2023. Rail services will continue between Victoria Park and the city during this period, and the Perth Stadium station will remain in use, including a possible expanded role. The closure is to enable a number of major works to be completed at the same time. Tasks to be undertaken are the Victoria Park – Canning level crossing removal, the construction of the Byford extension including redevelopment at Armadale, and work connected with the Thornlie – Cockburn Link. Buses will replace rail services during this period. No mention has been made yet of the changes which the *Australind* passenger train to Bunbury will need to undergo.

FROM



(Jane Patroni)

The month of January proved to be hot, dusty and lacking in guests at Merredin Rail Museum!

We suspect many would-be visitors sought the cooler climes of the coast and exploring Museums and places of local interest far from the hot interior. Nevertheless, we took the opportunity to do some archiving, cataloguing and general dusting in our display areas.

Of interest is the weighbridge at Hines Hill, approximately 20kms to the west of Merredin. Situated on the southern side of the Great Eastern Highway, it was originally set up in 1926 as a private venture when wheat was carted by horse and cart. Comprising a wooden and iron roofed hut and scales, it became the receival point for bagged grain on the narrow gauge rail line. Unfortunately, the structure has deteriorated due to age and low repair priority.

The site and structure of the weighbridge would have been typical of those in the wheatbelt serviced by narrow gauge rail – a precursor to the storage and handling of bulk product by CBH. After successful efforts by the community, the structure was saved from demolition and invested by the Shire into the *Merredin Historical and Railway Museum*. There was interest to preserve its agricultural history as the last remaining weighbridge of its type in the wheatbelt, prior to the commencement of the standard gauge line in 1966/67.



We are exploring possible funding avenues that may contribute towards the repair of the weighbridge hut. In looking at the old structure one can't help but reminisce on the life and times of bygone days when these little sidings were both the social and economic hub of small, resilient communities for whom wheat growing was a major industry.



Stay tuned – in next Month’s newsletter we will introduce you to our latest Merredin Rail Museum “member.”

IN OTHER STATEWIDE NEWS (Geoffrey Higham)

A visit to Bellevue

The new “C series” railcars for Perth are rapidly taking shape at Alstom’s new works in Bellevue. On Sunday 23 January, Metronet and Alstom organised a visit to be guided through the works. The day was mainly aimed at family of Metronet and Alstom staff, but a limited number of passes were offered to others including some to our society.





The workshop, built on the site of the old grain transfer silo, is large, and is impressive inside. Railcar assembly is well underway, with cars progressing through about 6 stations around the facility as the components come together. We were not allowed to take photos, however Metronet have supplied the attached photos of the day, from which it can be seen how the car is elevated so that work underneath is easy, and there are walkways at the different level for interior access and for roof access.

Staff indicated that the first car would be ready for testing in April. A separate building is ready for the electrical and waterproof testing, etc, which will last for some months. It appeared that the first cars would be ready for traffic at the end of 2022, so some could be available for opening the Forrestfield Airport line, supplemented by B series cars released from the current system due to closure of the Armadale line.

One track is dual gauge so that standard gauge cars such as the Prospector could be maintained in future.

Thanks to Metronet and Alstom for the access, informative guide, and photos.

Following the opening of the latest Pilbara line, Rio Tinto's track to the Koodaiderri (Gudai-Darri) mine, has been added to the latest map (next page).



SOUTHWEST RAIL AND HERITAGE CENTRE (Alasdair Kenyon)

Our second open day for 2022 whilst slightly cooler than January was very windy, however we finished with attendance numbers of 47 adults and 26 children roughly the same as January.

The wind made it impossible to set up our new RHWA banner, however despite this our merchandise sales of \$167 were up substantially on January. This indicates, together with increased catering sales, that with the slightly cooler weather, people are spending more time looking around the Centre.

OPEN DAY

Sunday February 27th
9.00am - 2.00pm

The Boyanup Foundation Blacksmith will be turning steel into various items.

The Capel Men's Shed are available for a cuppa and a chat.

The Leschenault Lady is on display in the Round House

Preston Old Machinery Group have a variety of stationary engines to see

The South West Model Railway are working hard on their new layout

Light refreshments are available from the Picnic Van
Entry is \$5 per Adult
Children under 18 Free
Proof of Covid Double Vaccination will be required.
For more information Phone 0427 771 864

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
02 March	K Smith	A de Smalen	D Ingram	A De Smalen
09 March	K Smith	B Williams	T Nunn	B Williams
16 March	K Smith	G Bradley	D Ingram	G Bradley
23 March	K Smith	B Williams	T Nunn	B Williams
30 March	K Smith	A de Smalen	D Ingram	A De Smalen
6 April	K Smith	B Williams	T Nunn	B Williams

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
06 March	Quynh Hoang	K Smith	G Watson/M Gillooly	B Williams
13 March	B Williams	K Smith	C Forsey	B Williams
20 February	K Ayerst	B Keay, K Smith	D Raine	K Ayerst
27 February	L McBeath	M Miles, K Smith	G Higham	G Higham
03 April	Quynh Hoang	K Smith	G Watson/M Gillooly	B Williams

Any alterations to the rosters would you please contact Brian at brianwilliams@railheritagewa.org.au



RAIL HERITAGE WA

Members Newsletter

April 2022



FOR YOUR CALENDAR

Sat 9 April **Entertainment meeting - CANCELLED**

Sun 24 April Leschenault Lady in steam at the South-West Rail and Heritage Centre Open Day 9am to 2pm

Saturday 14 May Entertainment meeting 2pm **Lindsay Richardson shares his early railway memories**

Sunday 5 June Mini Model Railway Expo, Railway Museum, 10am to 4pm
Including S 549 in steam.

FROM THE PRESIDENT (Philippa Rogers)

Welcome to our new Patron, Hon Dave Kelly MLA, who is our local member as well as the Minister for Water, Forestry and Youth. Thank you, Dave for your support.

At our general meeting in March an excellent presentation on '*Quintinshill disaster, UK's worst rail tragedy*' by Charles Waterton was greatly appreciated by those who attended our March meeting. Members are encouraged to share their stories or research by presenting at one of our Saturday afternoon meetings.

We have decided to **cancel our April Entertainment Meeting** for the protection of our members given the number of hospitalisations with COVID. Look forward to catching up again in May.

April is shaping up to be a busy month, not only events but the projected arrival of GM1 and a significant project to upgrade the drainage to overcome the two major problems with soak wells in the area between the AQM and the Vice regal car. We are trying a more comprehensive approach thanks to a detailed design by Bruce Key. The area will be inaccessible for a couple of weeks but visitors will still be able to access the carriages in a different way. With Easter and the SWRHC Open Day weekend it will all take some juggling. Hopefully everyone stays well.

MEMBERSHIP

Thanks to those who have already renewed their membership, which is due on 1 April. Our preference is for people to pay via direct debit but please note that we now have a Bendigo Bank account and the ANZ account has been closed so your quick link / records from last year will be out of date. Thank you.
And don't forget to return your renewal form too.

STOP PRESS - GM 1 is on the move to Western Australia!

To recap the story, the Australian Government asked for expressions of interest from groups interested in preserving the historic GM 1. Their decision was to gift it to Rail Heritage WA in 'as is, where is' condition. 'As is' meant a loco with no wheel life and in rather ordinary condition overall. 'Where is' meant in Dry Creek, South Australia.

Rail Heritage WA requested GM 1 due to its significant links to Western Australia, having travelled much of its 8 million kms across the Nullarbor between Kalgoorlie and Port Pirie. The building of the Trans-Australian Railway was the 'carrot' that enticed WA to join the Federation back in 1901. South Australia already had a GM preserved as well as a steam loco from the TAR, but WA had no such locomotive.

The first step was to pay for new wheels and minor works for GM 1 – which was done in SA and enabled it to be considered fit to move by rail. Negotiations had commenced to move it by rail from SA to WA when we were requested to display it at Streamliners 2016. This meant the loco travelling in the opposite direction to WA, but it came with a promise that a certain rail operator would then transport the loco by rail free of charge to WA. Sure, there was insurance to pay but that would be needed to rail it to WA anyway and we wanted to enable Streamliner enthusiasts to see this iconic loco at the event before it came to WA.

After a great Streamliner event it was time to move GM 1 to Perth. Suddenly the rail operator had changed their mind and despite two years of negotiations refused to rail GM 1 as promised. Another rail operator showed interest in helping but after a further couple of years it was clear this was not an option either. Further enquiries did not see any rail options available and by this time COVID was in full flight. In 2021 the decision was taken to attempt to move it by road – a very expensive exercise but no-one from Rail Heritage WA could leave the state to set it up.



*Loading at Parkes,
NSW on Wednesday 30
August 2022.*

*Photo by Brayden
Hesford.*

But with the assistance of Lithgow Railway Workshops (thanks to Tim Elderton and his team) to set up the move, access and cranes it was finally able to happen – just in time for an extra fuel levy! Our thanks to Bernie Baker and others who have worked to protect GM 1 during its time in NSW, we really appreciate your

consideration. Also, thanks to UGL for their assistance in offloading it when it arrives in WA – it will make a massive difference to us.



It wasn't easy to find a haulage company enable to carry such a load either.

Photo by Brayden Hesford.

We have had to spend our restoration money (and more) to get it to WA but are pleased that it will finally get here and end up with other rollingstock from the TAR.

Thanks to Brayden Hesford and John Wearmouth who went to watch GM 1 being loaded at Parkes and ended up being hands-on, exhausted and sunburnt.



A big thank you to Ian Studham for his work in managing this project. It has been a thankless and stressful task – Ian had hair when this started.

Also, thanks to Geoffrey Higham for his assistance in writing the original submission that saw RHWA being gifted GM 1. There are others who have assisted in various ways and thank you all. Next month we will be able to update you on its arrival.

These two photos of GM leaving Parkes yard by John Wearmouth)



MUSEUM (Philippa Rogers)

The Tuesday Museum Collection and Exhibition team has been making great progress with the accessioning and photography of items into the collection. Our care of the various railway uniform items has resulted in a need for a light expansion of the current hanging space as well as more padded coat hangers and an extra section of hanging space. Thanks to Jane and Bruce Keay for making these items.

As part of the accessioning process varying amounts of research are needed. Steph writes below about one such item and the research outcome to date.

Champion Bay Tramways by Stephanie Sweeney

At the Railway Museum in Bassendean there is a display which was donated by the Perth Perway Institute many years ago. It shows samples of three steel railway tracks laid by the Royal Engineers' Expedition to the Swan River Colony between 1858 and 1860. The steel tracks mentioned in the display are:

1858: Fremantle
0.25 mile, 35lb, 3ft. g.

1859: Champion Bay
0.13 mile, 20lb, 2 ft. g.

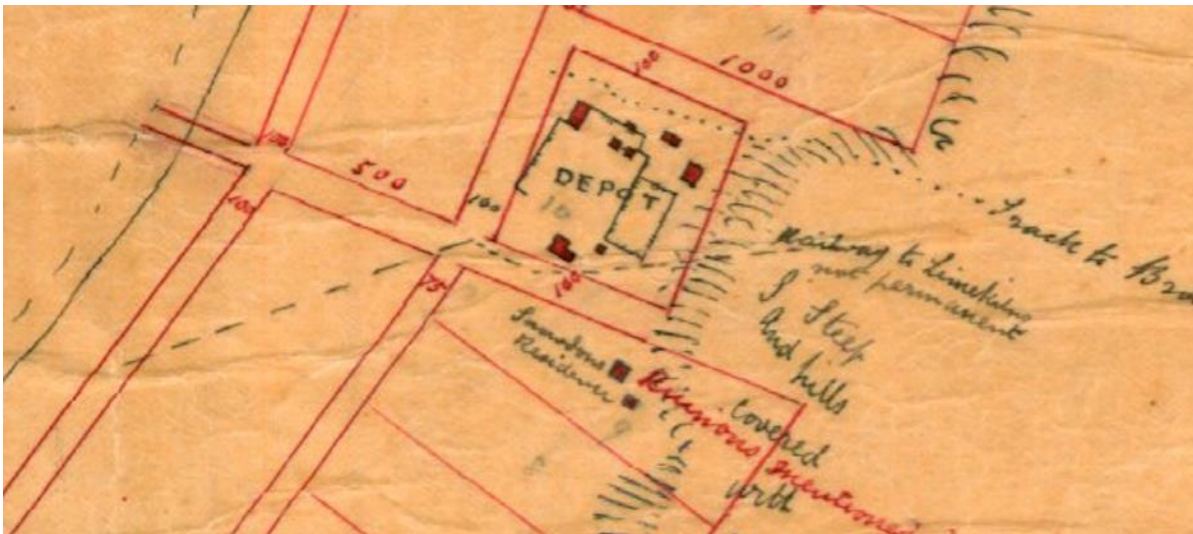
1860: Fremantle
14.5 miles, 40lb, 3ft. g.



The information in the display is perplexing due to the samples not pointing to any known railways or tramways. At these locations the first horse-drawn tramway from Fremantle Prison was built in 1851 and the Fremantle South Bay Jetty tramway in 1867. In the Champion Bay area, the first state railway was not built until 1871. The South Bay Jetty tramway (1867) was thought to be the first to use all iron rails as opposed to wooden rails, but this collection was saying differently. Maps of Champion Bay in the mid-1860s from the State Record Office show a tramway that runs from the bay, past the Convict Depot, up to the Government Limekilns and Quarries. Not a lot of information was available about this tramway other than small mentions in local newspaper publications.

As well as David Whiteford the Geraldton Regional Library was contacted, and they provided information about a visiting surveyor to Champion Bay in 1857 who had obtained materials to build a horse-drawn timber tramway from the quarries through the depot down to the foreshore. Diane Evans, researcher of Midwest convicts, also sent through excerpts from official correspondence; one from 1859 requesting a horse for the tramway, the other from 1864 mentioning the daily trips the horses were taking on the tramway.

This established the existence of a tramway in Champion Bay in the late 1850s, however it does not provide any conclusive evidence this tramway is the one in the museum display, especially as the depot tramway had timber rails and the display sample is steel.



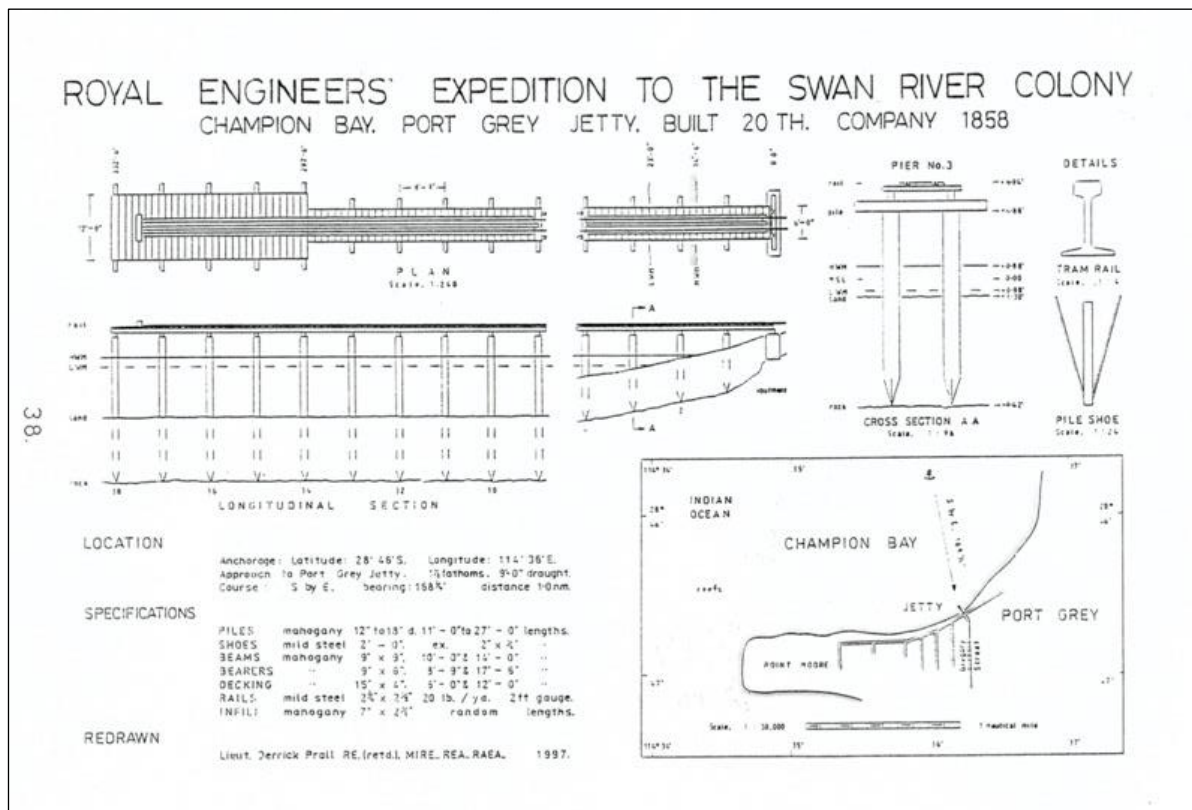
State Records Office of WA, AU WA S241- cons3850 20(e)



State Records Office of WA, AU WA S235- cons3868 137

We were lucky enough to borrow a rare copy of a book by Derrik Prall titled *Transportation, the great experiment 1850-1880 : directed by the 20th Co Royal Engineers Expedition to the Swan River colony : an archival portfolio*. It was the only reference found mentioning the Royal Engineers Expedition to the Swan River Colony, the text on the display. The book contained diagrams of buildings and structures built by the Royal Engineers Expedition to the Swan River colony. One of these structures was the Champion Bay Port Grey Jetty built in 1858.

The diagram shows the jetty had rails built on it. The specifications of the track list the rails were made out of mild steel, weighed 20 lb. / yd. with a track gauge of 2ft, which matches the details in the display. The tramway would have been used to assist loading and unloading goods from boats and ships. This diagram confirms the Champion Bay sample in the display is the Port Grey Jetty track.



From: Transportation, the great experiment 1850-1880 : directed by the 20th Co Royal Engineers Expedition to the Swan River colony : an archival portfolio. Derrick Prall.

This research has uncovered the construction of two more tramways before the great expansion of railways in Western Australian which occurred from 1871, and also the use of steel rails in WA prior to the 1860s. It does pose the question: how many early tramways existed but were undocumented? The Fremantle samples in the museum display are still a mystery. Hopefully these will be solved over time, but records of the Royal Engineers' Expedition are seemingly hard to find, even when people have visited overseas archives. However, we will not give up.

Care for the collection includes providing appropriate storage to prevent deterioration. For some of the smaller objects the best storage is in museum quality polypropylene boxes. The challenge is such boxes arrive flat and require construction. It is much harder than it looks!

Left: David

Right: Steph & Emily



LOCOMOTIVE HISTORY (Jeff Austin)

DA 1571

The DA class of diesel-electric locomotives entered service 50 years ago and the class leader DAZ 1901 remains the only one in WA, the remainder having gone to South Africa and South Australia. This is the story of DA 1571/DAZ 1901.

In July 1970 the WAGR drafted specifications for a new class of 3'6" gauge Co-Co diesel-electric main line locomotives. Tenders were circulated to various locomotive builders, with a closing date of 1 October 1970. The Tender Board received tenders from General Electric Co. of Australia Ltd and Clyde Engineering for construction of the 7 locomotives. After reviewing the tenders in the CME office at Midland Workshops on 28 October a recommendation of the Clyde tender was forwarded to the government for acceptance. A Letter of Intent was then sent to Clyde on 28 January 1971 for construction of the locomotives.

The seven locomotives were Model G26C, similar to the D class delivered the year before by Clyde. They were powered by a 16 cylinder EMD 645E engine, rated at 2000 traction horsepower and weighed 97.6 tonnes. Whilst the D class were intended for bauxite and mineral working, the DA class were for general traffic. Both classes were painted in the standard Larch green with red and yellow chevron livery.

The locomotives were built at Clyde Engineering Co., Granville, NSW and cost \$307,612 each. The class leader, DA 1571 left the works on 20 March 1972. It was fitted with standard gauge bogies hired by Clyde from the NSWGR for the transfer to WA and arrived at Midland Workshops on 13 April.



DA 1575, DA 1571, DA 1573 at Narrogin Loco, 1 Dec 1973

(Photo: Jim Bisdee)

After some modifications and testing, '1571' entered service on 26 April 1972. It was then used for crew training and trials at Forrestfield, before being sent to Avon Yard on 22 May. For the following week it was used for crew training on No.11/10 Goods between Avon Yard and Narrogin. The GSR main line became the haunt of the DA class for the next 7 years, with '1571' regularly hauling the overnight passenger trains, No.7/8 Pass from Perth-Albany. In March 1979 it went into Midland

Workshops for general overhaul and emerged on 26 June in the new orange with blue and white chevron livery. It had so far travelled 774,000kms.

*DA 1571 hauling
No. 8 passenger
Albany Progress in
the Avon Valley
Dec 1973*

(Jim Bisdee)



During the 1980s the workings for the DA class were more widely spread and '1571' could be found on alumina trains at Bunbury, fast freights to Geraldton and Albany, and grain trains from Avon Yard. It was in Midland Workshops for 3 months from December 1980-February 1981 with collision repairs but the details are not recorded. Later in 1981, '1571' passed 1 million kms in service.

By the mid 1980's it was mainly working grain trains and AXMO with other units. A major 'G' service in June 1986 had it fitted with a new engine, originally from D 1562. The later 1980s also included some tour train working. These were –

27 July 1986: hauled HVTR tour train, Perth-Bridgetown

8 April 1990: hauled HVTR tour train, Perth-Bridgetown

1-3 June 1991: hauled ARHS 'Mid West Wanderer' tour train, Perth-Geraldton

30 September 1991 : hauled Jazz Festival train, Perth-York



DA 1571 hauling ARHS
'Mid West Wanderer'
train at Wongan Hills 1
June 1991 Phil Melling

After a service and fitting air-conditioning at Goninan's, Bassendean in July 1994, '1571' spent the remainder of the decade around Narngulu on goods and grain working.

In July 2000 it was towed to Goninan's Bassendean for general overhaul and returned to service on 6 December 2000 in yellow livery, with black zebra stripe ends and blue Westrail name. It was the last locomotive to be painted in a Westrail livery and only days before it was sold to the Australian Railroad Group (ARG).



DA 1571 at Kwinana depot 1 Feb 2002

(Jeff Austin)

'1571' then became quite a regular on the quartz trains from Forrestfield-Cairn Hill near Moora and even hauled woodchip trains from Bunbury-Lambert in the final weeks of that railway in 2005. Late in 2005 it was transferred to Narngulu and re-numbered '1901'. The large blue 'Westrail' on the car body was painted out in March 2006 and was replaced by the plain yellow livery but retaining the black zebra stripes on the ends. '1901' and many other ARG locomotives were sold to QR National on 1 June 2006.



1901, AB 1535 and 1906 hauling grain train at Narngulu on 17 March 2006 (Photo: Phil Melling)

It was fitted with ZTR traction equipment and on 7 July 2006 re-classified 'DAZ 1901'. Traffic around Narngulu was grain and iron ore trains before a return to Avon Yard and West Merredin in 2008. About March 2008, '1901' was fitted with ARG logos on the car body and ends to cover the faded yellow paint. It returned to Narngulu in mid 2009 and remained there on grain and iron ore working until stowed in 2011.



DAZ 1901 and P 2508 hauling grain train at Cadoux 21 April 2008 (Photo: Simon Barber)

After a short period of storage it returned to service in a miscellaneous role of ballast and rail trains, anywhere between Forrestfield and Narngulu. Stored again for 3 months in 2013 it returned to a variety of ballasting and rail trains before entering the workshops at Forrestfield in 2014. It emerged on 7 October in the new yellow Aurizon livery and was regularly used for transferring EMU railcars from Midland Workshops to Nowergup and other ballasting and rail train roles. Its most important task during this time was piloting the historic ANZAC special from Midland to Fremantle on 31 October 2014. '1901' was withdrawn and stowed at Forrestfield in April 2018 and later Picton. It was returned to Forrestfield on 29 October 2018 and has been the depot shunter at Forrestfield ever since.

Of the other members of the class, '1907' (DA 1577) left for South Australia on 11 March 2006 and today hauls iron ore trains out of Whyalla, while 'DAZ1902-1906' (DA 1572-1576) departed Fremantle on the ship 'FAIRLIFT' for South Africa on 10 January 2015.



DAZ 1901 hauling a rail train at Woodbridge, 23 Oct 2014 (Photo: Phil Melling)

ARCHIVES (G Watson)

Here are the requests we have received from the public over the past month, and they have been dealt with Jeff Austin in his usual professional manner

No.	Subject	Purpose
8	W. Wiltshire, WAGR employee record	Family history
9	E class on wheat train photo	Publication
10	ARHS Pilbara tour 1972 photo	Family history
11	AU carriage timbers	Self
12	Goods shed colours	Training program
13	Pendennis Castle photo	Publication
14	Identify wagon makers plate	Local history

Another 200 new photos have been added to the RHWa online photo gallery. They are numbered P21801 to P22000.

Do you remember these photos??

As part of the refurbishment of the Noel Zeplin Exhibition Hall, the photo boards have been dismantled ,the photos removed and added to our photo collection. They have yet to be added to the online gallery.

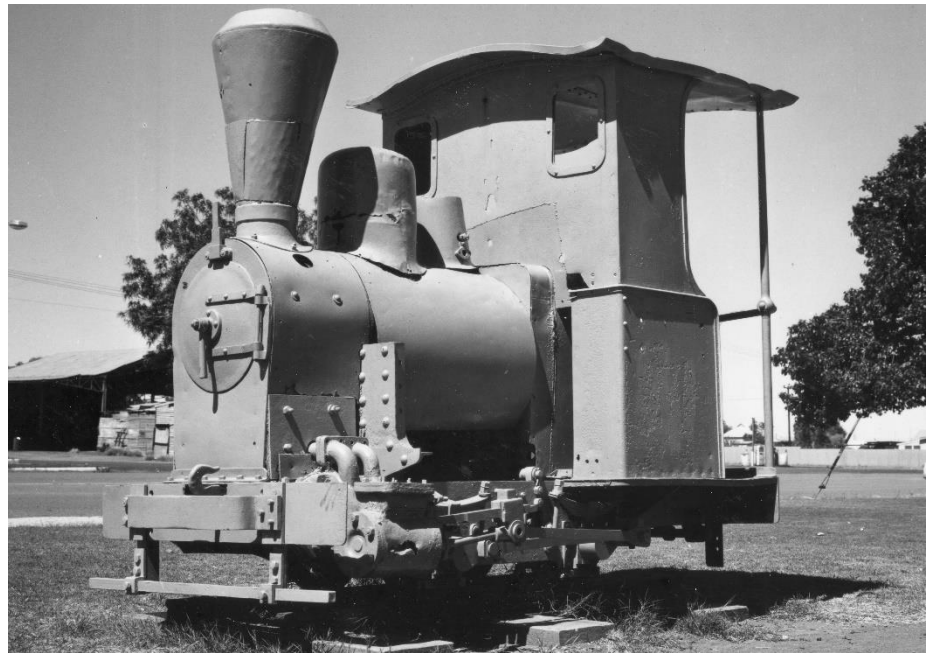


P20508



P20494

P 20483



P20501



P20467

P20515



AROUND THE MUSEUM



*Bullion van paint job as worked on by Kevin. Looking much better !
Photo: Philippa Rogers*



During the last month the guttering on the old kiosk has been replaced and Graeme has been giving the fascias and now the roller door a fresh coat of paint. This area is very popular with parents to sit in the shade and watch their children play on the play equipment.

(Photo: Philippa Rogers)

AROUND THE STATE (Simon Barber)

WA NEWS- BHP IRON ORE

BHP will purchase four battery-electric locomotives and conduct trials at its Western Australia Iron Ore rail network, as part of the company's ongoing efforts to reduce its operational emissions. The four locomotives are scheduled for delivery in late 2023. Two will be supplied by BHP's current provider Progress Rail, a Caterpillar company, and two from Wabtec.

BHP will test the battery-electric locomotives' performance and emissions reduction capabilities in delivering iron ore from its Pilbara mines to the Port Hedland export facility. Conducting the trials in collaboration with two leading providers will support BHP's planned electrification of its iron ore fleet of more than 180 locomotives.

The Australian Transport Safety Bureau has released a preliminary report on the runaway BHP loaded iron ore train which occurred on 5 November 2018. Details can be accessed through the link below.

[ro-2018-018 preliminary.pdf \(atsb.gov.au\)](https://www.atsb.gov.au/publications/ro-2018-018_preliminary.pdf)

FORTESCUE METALS GROUP

FMG's 12 AC44C6M units 101 to 112 are nearing completion by Wabtec at Fort Worth with a number already tarped for shipment. The AC44C6M are DC to AC rebuilds from former BNSF 9-44CW units. There may also be an extension of the order with more locos to be rebuilt.

JOURNEY BEYOND RAIL

Following the reopening of the WA border to interstate and international travellers, the opportunity has been taken to start up *Indian Pacific* services. The first westbound working since the reopening arrived at East Perth terminal on 12 March, hauled by NR86. Despite the Midland suburban line being closed for works connected with the Bayswater station and bridge upgrade, the train was allowed to proceed through to East Perth. The same unit worked the eastbound *Indian Pacific* on the following day. The reinstatement of the service attracted media attention for the arrival of the first westbound train.

AURIZON- CBH GROUP

CBH has decided not to use rail transport to clear the silos on the Miling branch of grain from the 2021 – 2022 harvest. Road transport will be used instead to haul the grain to Kwinana. The branch had been closed for an extended period due to a bridge near Toodyay requiring repairs, these having been completed during January 2022. It is understood that rerailing works are to be scheduled on the line during the coming year.

Five narrow gauge sets are currently in operation for haulage within the Kwinana zone. All sets consist at this stage of CBH locos and CBHN wagons. CBH is planning to run another two sets to assist in moving the record harvest. Narrow gauge VGKM and VGHM grain wagons have been arriving from Queensland. In addition, AGAY standard gauge wagons are being serviced at Gemco Rail, with work including the fitting of recycled bogies. CBH has indicated in the media that it wishes to once again operate grain trains in the Esperance zone.

WATCO

ROSSLYN HILL MINING

Watco has picked up the contract for the haulage of lead carbonate to Fremantle for export by sea. The carbonate is mined near Wiluna and taken by road to Leonora. It receives transit to and from Forrestfield via Watco's 471 / 472 and 351 / 352 services. Between Forrestfield and North Quay, a dedicated train is run. The lead carbonate is carried using strict handling protocols, being placed in sealed bags which are loaded into containers. A requirement for the transportation of the product is that it takes the most direct rail route from Leonora to the port.

INFRASTRUCTURE

AB1535 worked its first infrastructure service for Watco on 21 March, leading DR1565 and 1564 on 2RT1 rail train. The two DR units were hauled, giving AB1535 a good workout. Departing Midland, the train worked on the Midland Railway, having an overnight stay at Three Springs, and then running east of Geraldton from 23 March for rail distribution.



AB1535
heads north of
Mooliabeenie
on its first
revenue
Watco
working with
DR1565 /
1564 in tow.
(Simon
Barber)

METRONET - MIDLAND STATION

The Midland Junction Alliance has been awarded the \$246.7 million contract to design and build the new Midland Station.

The Alliance – made up of McConnell Dowell Constructors, Georgiou Group, Arcadis Australia, and BG&E – will design and build the new three-platform station between Helena and Cale Streets. The contract also includes decommissioning and demolishing the existing station which opened in 1968.

As well as the main station building, the project will include a 12-stand bus interchange, a new multi-storey car park with more than 600 parking bays, a north-south pedestrian overpass, passenger toilets, lifts, stairs, a kiosk and secure parking for 96 bicycles.

Early works on the project, which is jointly funded by the Federal and Western Australian governments, are due commence later this year.

FROM



(Jane Patroni)

The cooler weather in recent days has made life more pleasant in Merredin and we at the Museum are looking forward to welcoming the visitors who call in. We are noticing an increase in caravan traffic stopping to enjoy a journey's break. Subject to volunteer availability, we hope to be open most of the Easter holiday.

We are looking forward to the installation of our new signage on the Museum's north facing fence and acknowledge the great team effort between *Creative Spaces*, *PTA* and *Arc Infrastructure*. This will enhance our profile as an entry statement and

continue our progress towards upgrades as part of our ongoing *Interpretation and Concept Plan*.

Although the hot weather has played havoc in our grounds, we have had the kind assistance of the Shire Parks and Garden crew in keeping our gardens tidy.



We received a special donation from one of our local residents who had worked for Westrail/TransWA as a customer service attendant on the Prospector/Trans Australian/Indian Pacific and Australind trains. Using the donated items of a blue pinny and badges, we have set up “Kath” in our display cabinet. Over the years, stewardesses were employed to assist the travelling public with meals, drinks and information. Apart from office work, it was one of the few departments within which women were employed on the railways.

In addition, we have been fortunate enough to be the recipients of some certificates and trade papers from the family of *Keith Sawyer* who commenced an apprenticeship as a *Car and Wagon Builder at the Midland Workshops* in 1947. Keith lived in with his family in Merredin. His father *Norman*, was an engine driver with the WAGR in the 1930s both in Kalgoorlie and Merredin.



Wishing all readers a very Happy Easter and if you are travelling through Merredin, call in and say “Hello”!

SOUTHWEST RAIL AND HERITAGE CENTRE (Alasdair Kenyon)



Sunday 24 April 2022 9am to 2pm

Leschenault Lady steams again

Much loved 124-year old steam locomotive, Leschenault Lady, returns to steam - see it chuffing up and down.

Please note: rides not available.



Other activities include:

- Historic railway carriages
- Makers using recycled timber
- Items made from recycled metal
- Blacksmiths in action
- Model railways
- Agricultural machinery and more
- Teas in picnic van, sausage sizzle



Please prebook due to COVID restrictions.
Free for under 18s and \$5 per person 18 and over.

<https://www.trybooking.com/BYJPC>

You will also need to show your COVID vaccination certificate on entry. Thank you.

The attendance numbers for March were very disappointing with 32 adults and 7 children coming through the gate. A cold and windy day (too windy to put out the banners on South West Highway) coupled with rain the previous day obviously putting people off.

Hopefully the steaming of Leschenault Lady for our April open day will give our attendances a boost.

Behind the scenes the Blacksmith group are progressing with the new gates for the centre and following completion of a land survey RHWa is developing the designs for the new Interpretation Centre.

On the long weekend it was good to see improvements made to the TA locomotive progressing it to operating condition. It is to be repainted orange.

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
6 April	K Smith	B Williams	T Nunn	B Williams
13 April ***	K Smith	A de Smalen	D Ingram	A De Smalen
20 April ***	K Smith	B Williams	T Nunn	B Williams
27 April	K Smith	G Bradley	D Ingram	G Bradley
4 May	K Smith	B Williams	T Nunn	B Williams
11 May	K Smith	A de Smalen	D Ingram	A De Smalen

Note: school holidays so the Museum will open at 11am on these days.

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
03 April	Quynh Hoang	K Smith	G Watson/M Gillooly	B Williams
10 April	B Williams	K Smith	C Forsey	B Williams
17 April	A de Smalen	B Keay, K Smith	D Raine	A de Smalen
24 April	L McBeath	M Miles, K Smith	G Higham	G Higham
1 May	Quynh Hoang	K Smith	G Watson/M Gillooly	B Williams
8 May	B Williams	K Smith	C Forsey	B Williams

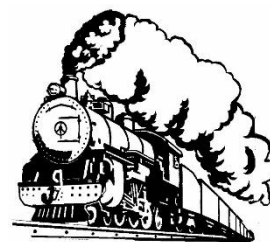
Any alterations to the rosters would you please contact Brian at brianwilliams@railheritagewa.org.au



RAIL HERITAGE WA

Members Newsletter

May 2022



FOR YOUR CALENDAR

Saturday 14 May Entertainment meeting 2pm **Lindsay Richardson shares his early railway memories**

Saturday 28 May and 4 June – from 10am. Working bees to get Museum ready for 5 June. All assistance welcome.

Sunday 5 June Mini Model Railway Expo, Railway Museum, 10am to 4pm
Including S 549 in steam.

Saturday 11 June **Annual General Meeting**, Railway Museum at 2pm

FROM THE PRESIDENT (Philippa Rogers)

How quickly the past year has gone! It is almost time for our 2022 Annual General Meeting, which will be held at the Railway Museum, Bassendean on Sat 11 June.

MANAGEMENT COMMITTEE NOMINATIONS

Each year the positions of President, Vice-President, Secretary and Treasurer are declared vacant. This year both our Treasurer and Vice-President will not be re-nominating for personal reasons.

The Treasurer's role is vital for the functioning of the organisation – to encourage you to consider putting your hand up we have split the role with work such as the banking done by someone else. This means that 2 -3 hours a week is all that is needed and as we operate Xero (cloud-based accounting) you do not need to do that work at the museum. You do not have to be familiar with XERO, it is very easy to learn if you have an understanding of accounting basics.

The Vice-President's specific role is to chair meetings in the absence of the President. It is also important as for a quorum at Committee (whether in person or on MS Teams) we need two of the four to be in attendance.

There are three (3) other Committee positions up for re-election, but our constitution allows more positions to be made available. In addition to the usual roles, we do need people with a willingness to take on the liaison of some special projects – of varying sizes.

Please consider contributing to the running of your society by joining your Management Committee. A nomination form is attached.

Nominations must be received by the Secretary by 20 May 2022 – please hand in to a committee member or post to Secretary, P O Box 363 Bassendean 6934.

PROPOSED CONSTITUTIONAL CHANGE

Notice is given of the following proposed constitutional change to be presented at the Annual General Meeting. It is proposed that we change:

Current: 2.4 Quorum for General Meetings Fifteen (15) percent of the current financial Members (being Members entitled to vote under these Rules at a General Meeting) will constitute a quorum for the conduct of business at a General Meeting to

Proposed: 2.4 Quorum for General Meetings Ten (10) percent of the current financial Members (being Members entitled to vote under these Rules at a General Meeting) will constitute a quorum for the conduct of business at a General Meeting

The reason for the proposed change is that when the constitution was changed in 2016, the quorum for general meetings was increased from 10% to 15%. Since that time there has not been a quorum for general meetings, so it is unworkable. There is no proposal to change the AGM quorum of 15%.

GM 1 ARRIVES – from Parkes onwards Ian Studham

The big news of the month was the long-anticipated arrival of GM 1 from NSW. As has been widely reported the unit came by road after years of trying to organize for it to be transferred by rail, which one would have thought would be the easiest and most logical solution.



GM 1 being hauled from UGL on 11 April 2022, Passing Zanthus as it would have done many times in its working life. (Philippa Rogers)

However, this was not the case after dealing with multiple rail operators. In essence it comes down to the time, effort and expense of registering rollingstock for access onto the various different networks that now make up our national rail grid. In WA an operator has to submit the documentation for registering a new item of rollingstock onto the network, it cannot be done by the owner of the rollingstock – this led to further jitters by operators who didn't want to be involved on the front line of what might become a lengthy process.

In the end, it was obvious that we were going to keep running into dead-ends pursuing the rail option, so Committee decided to commit to road haulage. Ironically,

this ended up being a comparatively easy and rapid solution to organize. The decision was made early to engage NSW rail interests to handle the local side of organizing things, and to this end I contacted Tim Elderton at Lithgow Railway Workshops. These workshops are the maintenance core of Southern Shorthaul Railroad in NSW who run a fleet of Clyde-GM streamliners including sister loco GM 10 – so are familiar with this type of loco. The Workshops also houses a heritage component slowly restoring a steam locomotive and several coaches for local use. Tim has a rich background in rail preservation being a long-time member of Lachlan Valley Railway with many years of steam operation and maintenance under his belt.

Tim agreed to assist with the job and proceeded to secure quotes for craneage and pursue the necessary permit to allow the contractors onto rail property for the purposes of lifting and securing the loco onto road transport. This permit ended up being a headache as the NSW network operators wanted a date, whereas we couldn't set a date until we knew we had a permit. It took Tim many months but eventually he was successful in securing a permit which allowed the work to happen within a 6-month window – giving us plenty of leeway.

We sought quotes from heavy haul specialists and Doolans Heavy Haulage came back with the best price, so we carried forward in dealing with them. Covid 19 intervened in all this process, as during 2020-21 we couldn't plan to send anybody to NSW without the likelihood that they may either be denied re-entry to WA or would have to undergo hotel quarantine on return. Similarly, NSW endured long lockdowns which, amongst other things, made transport between one regional area and another difficult. Transit of non-essentials between states also became problematic.



*Doolan's
big rig.
(Philippa)*

With restrictions starting to relax in the latter half of 2021, and once Tim advised us that the works permit had come through, we got back into making things happen. A discussion with United Group's management in late 2021 resulted in interest from them in assisting with the unloading in Perth as a gesture of goodwill and so we followed that up as part of the detailed planning. This resulted in an agreement from UGL that they would lift the loco off the float within their premises at Bassendean as long as we could fit its arrival into the bookings, they had for PN locos coming in for specific works, and they gave us a range of dates with the preference being between Thurs 7 April to Mon 11 April. We agreed to this date, and it meant we had an arrival date to work backwards from in our discussions with Doolans, who then advised how long it would take to transport the loco across the continent.

Doolans determined that loading should occur on the 30th March so that set everything in motion with Lithgow Railway Workshops booking the cranes for that day. We are lucky enough to have some GM loco lifting lugs in our kit and after Tim heard about these, he was very keen to have the use of them in NSW, so we strapped them down on a pallet and sent them off on road transport to Lithgow.

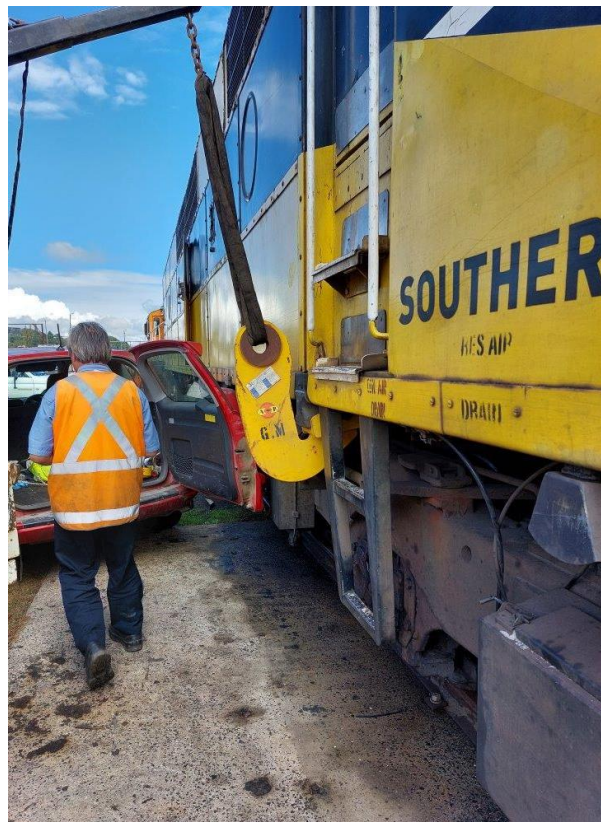


In the west Johnno and Brayden started making some plans of their own and ended up booking flights for the weekend prior to the loading which would take them to Melbourne for a day of Steamrail specials after which they would take the overnight XPT to Sydney. Prior to their departure I had introduced them to Tim via e-mail.

Photos: John Wearmouth

Their plans to visit Thirlmere were dashed when it turned out it was closed for that day due to a corporate booking of the entire facility, so they made their way to Lithgow, met Tim Elderton and ended up witnessing some of the live steam training moves being conducted at the Zig-Zag touring railways under Tim's supervision.

The following day they got the cooks tour of the Lithgow Railway Workshops and took the lifting lugs down to Eskbank yard in Lithgow and tried them out on none-other than sister ML-1 type GM 10 which had very conveniently arrived for scheduled servicing a day or 2 before. Happily, the lugs fitted – something we had never been sure about seeing we'd never had the opportunity to try them – so into the back of the cars they went and headed for Parkes.





*Through Bathurst there was time for a quick visit to see Ben Chifley's loco and the Bathurst Railway Museum – which has a massive model railway layout of the district. A museum worth a visit.
(John Wearmouth)*

On the Tuesday John and Brayden headed for Cowra, the long-time home of the Lachlan Valley Railway. Normally the site is closed to the public on Tuesdays, but Tim had made arrangements and the boys were once again given a warm welcome and a very thorough behind-the-scenes tour of the workshops, roundhouse and the storage sheds full of vintage rollingstock that are normally off-limits.

*Lachlan Valley's impressively restored lounge car, which stayed in good condition as you had to take off your shoes to go through it.
(John Wearmouth)*

After that it was off to Parkes to be ready for the following day.



Wednesday 30th March arrived and was a nice clear day perfect for the loading. The Doolans float and prime mover with Rosco at the wheel had arrived the previous day and scoped out the site so we already knew there were a couple of signs and obstacles that would need temporary relocating to allow the float to be placed correctly and be able to exit the site. The cranes arrived and commenced their set-up, which was a long-involved process. Sometime during the day, a Pacific National freighter pulled alongside on the main line which was several tracks over. It ended up sitting there for 45 minutes of so while shunting at nearby Goobang Junction was conducted, and while it was there control and the safety officer who had been provided for the day would not allow work to proceed, so everybody cooled their heels for a while as the meter ticked slowly over.

Once the cranes were ready and the locomotive slung, the actual lift only took a few minutes with GM 1 rising gently off the NSW rail network and coming to rest on the

float. Ample timber blocking was placed under the bogies and wheels to take the load and the unit was secured down with plenty of robust chains. Our lifting lugs also came home on the trailer so they could be redeployed at the other end. The prime mover carefully negotiated its heavy load and long float out of the site around some very tight corners, over the mainline and out onto the adjacent road.

We always knew that once the loco was out on the road that the news would spread and photos would quickly emerge, and we weren't disappointed. Within 2 hours there were photos on social media of the GM sitting on the float in a truck-stop on the outskirts of Parkes where Rosco was checking the chains and blocks. Across Australia railfans were alerted, with some expressing surprise that it was happening, and nobody had known about it. This was intentional – many things can go wrong with projects like this causing delays or last-minute cancellations. If you broadcast far and wide that something of interest is going to happen - and then it doesn't happen, you don't look particularly professional or well organized. Better to keep it under wraps and let the world find out once there's no denying it – such as when there's a great big streamliner heading down the highway on a big truck!

Meanwhile the cranes packed-down – another lengthy process, and Johnno and Brayden bade farewell to Tim Elderton and jumped in their hire car, tired and sunburnt, and headed for Sydney to make sure they caught their return flight first thing next morning. These 2 guys saved the Society a considerable amount of money, as Tim had quoted to provide 2 of his staff onsite for the lift, including travel, accommodation, and food expenses. 2 days of hanging out with John and Brayden convinced Tim that he didn't need to bring others and that the three of them could handle the onsite works. It also meant that we had representation and 2 sets of good eyes on the ground for the loading which was really important and very beneficial. So special thanks to John and Brayden for their efforts and time on the Society's behalf.



Thanks to social media we had no problem tracking the progress of GM 1 through NSW and South Australia. There were photos and sightings posted regularly and we were able to see that the loco was making good progress.

Shaun Williams sent this photo of it at Ceduna.

Doolans contacted me advising that a lot of heavy machinery was being inspected and ordered into mandatory cleaning by quarantine authorities at the WA border due to dirt and seeds being present on the undercarriage and tyres. I responded that anything that was under the loco was oil and grease and not related to earthworks or suchlike – Doolans submitted online forms with this information and the loco was fortunately allowed forward without the need for a mandatory clean – which would have thrown our delivery schedule off kilter.

We lost track of it for a bit once it crossed into WA – there aren't many railfans with cameras out there on the Eyre Highway, but we turned our attention to the details of the arrival and unload in Perth. UGL advised that they intended to unload the locomotive first thing Friday morning, but Doolans came back noting that they were unsure that they'd get the loco down into the metro area until about lunchtime Friday.

This resulted in some back and forward discussion between all 3 parties and after getting updates from Rosco the driver it became apparent that the transport would be good to get into Perth on Thursday. UGL have very strict rules that nobody on their site is allowed to work under machinery that's sitting on a truck. However, they don't have cranes with the capacity to unload the complete loco- bogies and all – so we needed to ensure everything joining the bogies to the mainframe was undone and removed prior to the loco arriving so the loco body could be lifted off separate to the bogies. We looked at parking in a nearby side street and doing this work but the Main Roads permit would not allow any such options, so it was agreed with Doolans that we'd meet the truck at The Lakes, 40km east of Perth to do these preparations – which only amounted to removing 4 brackets and disconnecting the air-brake lines and the handbrake chain (in the end the handbrake was done at UGL).



The team at the Lakes.

(taken by the pilot)

Thus a series of vehicles left Perth and headed for The Lakes late Thursday morning. We'd previously been advised that the truck would arrive there about 2pm, allowing time to get the work done and get down into the metro before the heavy haulage curfew came into effect in the late afternoon. Once again social media to the rescue – someone reported on facebook that the truck was through Northam at about 11am – running early! So off we all went for a rendezvous with ML-1 number 1. It was a bit surreal coming face-to-face with GM 1 on the back of a truck after so long, and it certainly looked big sitting there on that float! The work took no time at all, everything came off easily and we waited as Rosco added more chains to secure the body a bit better seeing it wasn't as attached to the bogies as before.

Then back onto the road and downhill into Perth. Extra pilots joined the procession at the top of Greenmount hill and the float moved to occupy the entire road-width and slowly started the descent. I was lucky enough to be the first car behind the rear pilot down the hill, so while the traffic behind me built up and undoubtedly reflected on their poor timing in getting caught behind this, I enjoyed the 20-30km/hr gentle trip down the hill staring at the vintage diesel locomotive immediately ahead of me.

Arrival to UGL in Bassendean was about 2pm so well ahead of the curfew. A big gentle swing and a couple of back-and-forward moves saw the truck and float inside the gate with what seemed like the entire staff of UGL coming out to witness the arrival of the GM. Their boss had asked Philippa to provide some background historical material about GM 1 the week before for circulation, so they all knew what they were looking at. GM 1 was reversed into the workshop and secured for the evening pending the lift the following morning. We said farewell to Rosco the driver as he headed off with his prime mover to collect yet another oversize load.

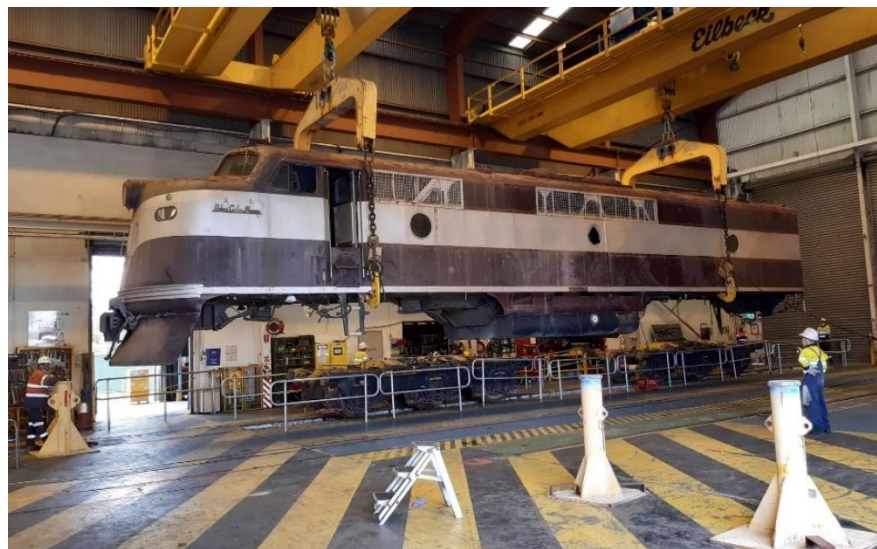


Inside UGL safe for the night.

These two photo by Rob Clarke, courtesy of UGL.

The following morning UGL lifted the loco off its bogies and placed it on stands, then lifted the bogies individually off the float. This allowed the float to be released and Doolans Perth staff attended to collect the float. The specialized trailer is of a type that can expand width-wise to accommodate wide loads, so before they left they contracted it back to normal trailer width – this meant that it was now simply an over-length rather than also an over-width vehicle.

UGL continued with the work and re-united the loco with its bogies, meaning that GM 1 was at long last on WA rails. Once again Brayden and Johnno attended as Rail Heritage WA representatives and got to witness the lifting process.



Our sincere thanks to all at United Group for their very generous assistance in allowing GM 1 to be unloaded within their premises – this saved the Society many

thousands in craneage hire. Thanks also for keeping the loco inside and secure for the weekend and finally for delivering it to the Museum on Monday morning.



UGL's TA 1813 hauls GM 1 down to the museum. (Philippa Rogers)

Sincere thanks to Tim Elderton in NSW for all his work, assistance and advice. Tim worked hard to minimise costs wherever possible and saved us a lot of money in the end, and certainly made sure that Brayden and John were welcomed and looked after. Hopefully Tim can visit WA at some point and we can offer him the same hospitality that he offered our members.

Thanks also to Doolans Transport. While a novel experience for us, moving a big load like GM 1 by road is an everyday activity for them and they were very helpful and calm about the affair. Ranka Knezevic was my main point of contact and she and I had many phone calls during the lead-up and transport of the loco. Everything was dealt with easily and from a very practical approach and we felt very comfortable handing our locomotive over into their care for the journey across the country.

Now that we have had a good look at GM 1 we can report that there are a few electrical components missing, nothing too tragic and all replaceable, everything in the engine room is intact and we know it's in good shape mechanically. The whistle valve in the cab was missing but has already been replaced – thanks Brayden and Michael for taking care of that. The side lower panels are showing some deterioration, and some will likely need replacing and this will involve removing the cover straps along the outside allowing us to address any rust concerns on the car body truss frame. There are some rust holes on the driver's side around the windscreen – these areas are all original external platework so it's no surprise that after 70 years some corrosion would be creeping in. We'll deal with them even temporarily to halt any further water ingress. Other than a couple of spots on the side walls along the cabs where water has been trapped as it's come down from the side windows, the GM is surprisingly rust-free and in very good physical condition – a legacy of the work AN did on it in 1997 when they restored it to service. We now turn towards the necessary work to firstly get the loco looking good and then later to address what is required to get it operational. Meanwhile we are all still enjoying the fact that it's right in front of us up close and personal at Bassendean.

GM 1 (standard gauge) Appeal

This appeal was set up some years ago and we thank those members who donated earlier on. On our website the 'donation' page is now the home page and we have been fortunate to receive further donations, generally from the wider community towards restoring GM 1. Warren Duffy of Lost Perth fame set up a gofundme page to support the cause as well as donating a box of Lost Perth books whose sales go towards GM 1. Our preference is that any donations (tax deductible) are made directly to us either through PayPal (see website), direct debit or at the Museum.

Thank you for all the support and as promised previously donations of \$200 and over will be recognised as part of the future display.

A LONG EXPOSURE TO GM CLASS LOCOMOTIVES Graeme Bradley

As a young Westrail traffic officer I was appointed to the position of Foreman Kalgoorlie in late 1970. This position was one of two Foremen required at West Kalgoorlie to cover supervision of all train requirements at the newly completed yard complex. The standard gauge railway from Kwinana though to West Kalgoorlie had been finished in August 1968.

With the completion of the standard gauge freight services for east/west traffic the task of traffic movement between the Commonwealth Railway Depot at Parkeston and West Kalgoorlie was allocated to Comm Rail locomotives and staff.

Thus commenced my long involvement with the GM class of locomotives, this would have included GM 1 which has recently transferred to the Railway Museum at Bassendean for heritage preservation.



In during my time at West Kalgoorlie freight traffic transferred by COM Rail between Parkeston and West Kalgoorlie was generally with either their GM or CL class locomotives. Multi-unit locos and brake vans were usually arranged at Parkeston. I was initially surprised that these units with driving cab on one end were permitted to transit Parkeston – West Kalgoorlie with "B" end leading, this of course meant reliance on rear vision mirrors for the Drivers.

I recall how difficult it was to climb the rather steep narrow steps on both the GM and CL class locomotives, particularly when still moving. Safe working authority issue was normally arranged by the duty Foreman and need to board locomotives was more than usual because of the method of safe working used in the single line section between West Kalgoorlie and Kalgoorlie. After final completion of the standard gauge to Kalgoorlie, although West Kalgoorlie yard and Freight Office was fit for traffic other amenities like the Yardmaster's office and Area Control signal panel were not.

The only train operational staff at West Kalgoorlie were the Liaison Officer and two Foremen sharing facilities with Train Examiners for several months after I had arrived. The planned Area Control panel was not seen for some years later. Shunters used to travel from Kalgoorlie on the shunt locomotive.

Safe working method was the very old Staff and Ticket method for the single line section between Kalgoorlie and West Kalgoorlie. Basically, this method entailed either traveling with section staff in Driver's possession or with two following trains, first train travelled on a ticket after having sighted the staff, following train would proceed when first train clears the section.

Staff and Ticket method was intended for light traffic branch lines. West Kalgoorlie – Kalgoorlie was very busy with freight transfers, light locomotive movements (Westrail and Com Rail) Prospector and daily interstate passenger trains.

With the yard size and diverse activity (narrow gauge movements with gantry transfer of containers were still in operation) provision of a motorcycle was essential for the Foreman to keep up with Staff and Ticket method on the standard gauge.

After West Kalgoorlie my next position was at Forrestfield and I spent several years working as Yardmaster (three positions rotating). Forrestfield Carriage Shed was a major service depot for interstate passenger services and required regular shunt movements. I was working in this position when though working of Com Rail locomotives was achieved. CLP and then GM locomotives were used, and this entailed sending a Westrail locomotive to haul interstate passenger trains to or from Forrestfield and Perth Terminal due the CLP and GM units not permitted to run "B" end leading in Perth Metro.

I again spent further time at West Kalgoorlie on relief duties some years later after Com Rail had been purchased by Australian National. This included a short time assisting there when AN and Westrail had agreed on a more positive method of through working which had the advantage of further reducing time spent time spent by freight trains at Parkeston.

My involvement with GM locomotives by coincidence continued Thursday, April 7. I am a member of the Rail Heritage WA management committee though not involved with moving GM 1 from NSW to Bassendean. However, I was having lunch with family on the verandah of Dome Café in Mundaring, we were startled by a loud application of a truck air brake, on looking around, GM 1 was cruising past on the adjacent Great Eastern Highway, on a low loader truck, the Driver was slowing for the traffic lights. This prompted a trivia question, how far back did the drivers encounter the previous set of traffic lights? Arrival of GM 1 at the Bassendean Rail Museum accumulates a little over 50 years since my first encounter with this class of locomotive.

RAILWAYS WHEN GM1 WAS NEW (Geoffrey Higham)

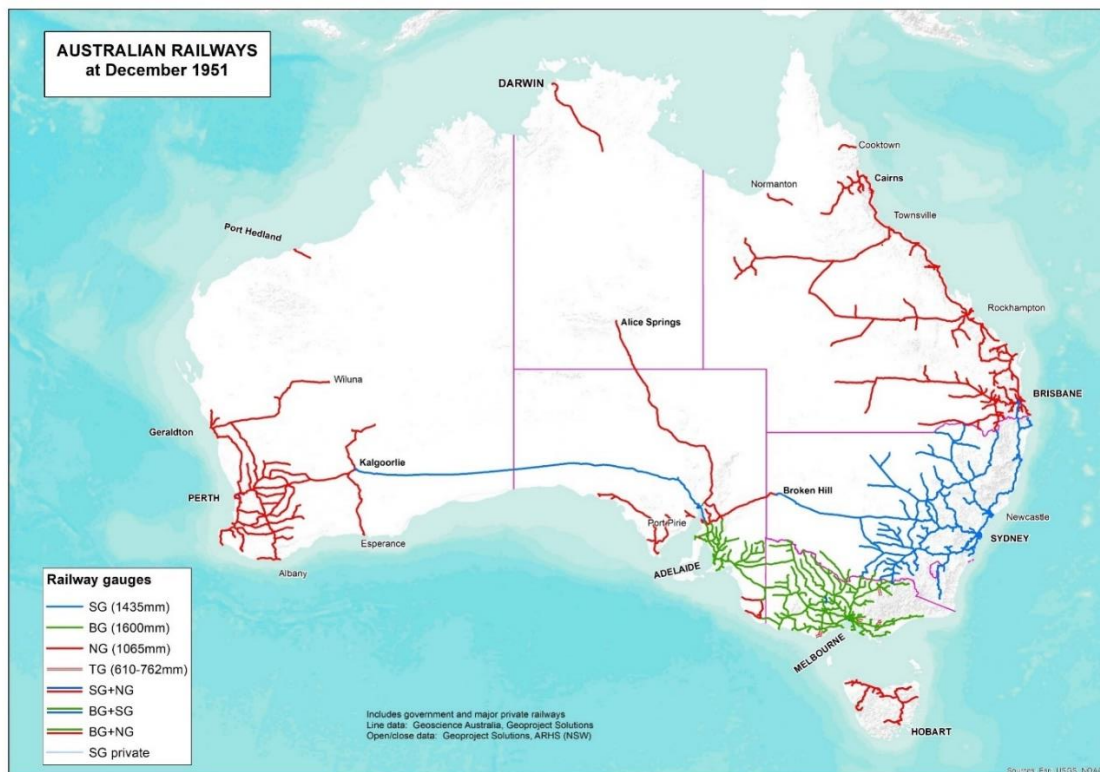
With the recent arrival of GM1, it is interesting to reflect on the wide extent of Australia's railways at that time. The map on next page shows the railways as they were at the end of 1951. As is obvious, there were then many branch lines which have long since closed.

The colours are traditional and remind us of the old break-of-gauge problem – red for 3 feet 6 inches used by the WAGR, blue for standard gauge and green for the broad gauge (Irish gauge) preferred by Victoria. GM1 would at that time only have run on the blue line across the Nullarbor – it was 'hemmed in' by other gauges at both ends. There had been much talk about standardising gauges, but up to 1951 there had been only two significant improvements:

1. In 1930 the standard gauge system in NSW was extended to Brisbane, removing the change of trains at Wallangarra on the NSW/Queensland border, and
2. In 1937 the South Australians extended their broad gauge from Adelaide up to Port Pirie and the Commonwealth extended the trans-Australian line from Port Augusta to Port Pirie, thus eliminating a slow narrow-gauge section via Quorn (part of which is now the Pichi-Richi railway).

Passengers and freight had to be transferred to a different train each time the gauge changed. Passengers had to make two extra transfers; both Adelaide and Melbourne had fine stations for interstate trains, but they were terminal stations – passengers from interstate would not be allowed to bypass them!

Standard gauge has now been achieved on all the intercapital lines, so that GM1 could run from Perth to any of the mainland capital cities. Unfortunately that's still not likely, however the impediment now is the regulatory regimes rather than the gauge!



The map shows all railways which provided some degree of public services, plus the larger, longterm private railways – i.e. private lines such as Millars timber lines, or the woodlines in the goldfields, are not shown.

MUSEUM (Philippa Rogers)

Sunday 5 June Mini Model Railway Expo

If you can assist on the day (even if just for part of the day), please contact Philippa president@railheritagewa.org.au or 0417 961187 and let me know.



MINI MODEL RAILWAY EXPO

10am-4pm, Sunday 5th June 2022
Railway Museum, 136 Railway Parade, Bassendean

COME SEE A LIVE STEAM ENGINE! WAGR S-class 8549 "Greenmount"

- See Model railway layouts of all sizes in action and talk to modellers about their activities.
- U-drive and puzzles for children of all ages.
- Great display built with LEGO by the WA Brick Society.
- Go 'Behind the scenes' at the WA Model Railway Club.
- Special 'Marklin' Display.
- Ride-on miniature locomotives from the Northern Districts Model Engineering Society.
(Gold coin donation per ride and enclosed footwear required to ride)

Sausage sizzle and refreshments available!

All the usual trains and exhibits to explore. Lots of 'pre-loved' model trains and books for sale.

Visit www.railheritagewa.org.au or find us on Facebook: Railheritagewa
Founders and operators of the Railway Museum.

RAIL HERITAGE WA



To keep COVID SAFE please book online.
trybooking.com/BYQDI

Limited tickets available at the door.

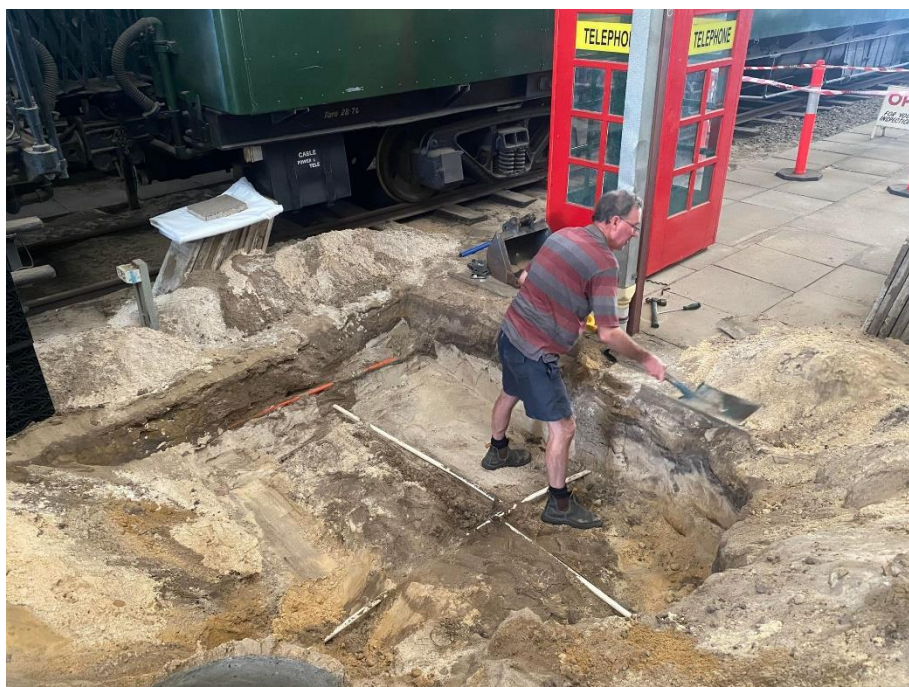
Normal museum entry fee applies:

Children 4-	Free
Children 4+	\$5
Concessions	\$8
Adults	\$10
Family	\$25

Thomas the Tank Engine will be coming along.



As the drainage project continues at the Museum continues, we know much more about where the water pipes go! This cross pipe was a surprise to Brayden and John when digging. Thanks to Bruce Keay for all his work both in design and implementation. (Photo: Brayden Hesford)



LOCOMOTIVE HISTORY (Jeff Austin)

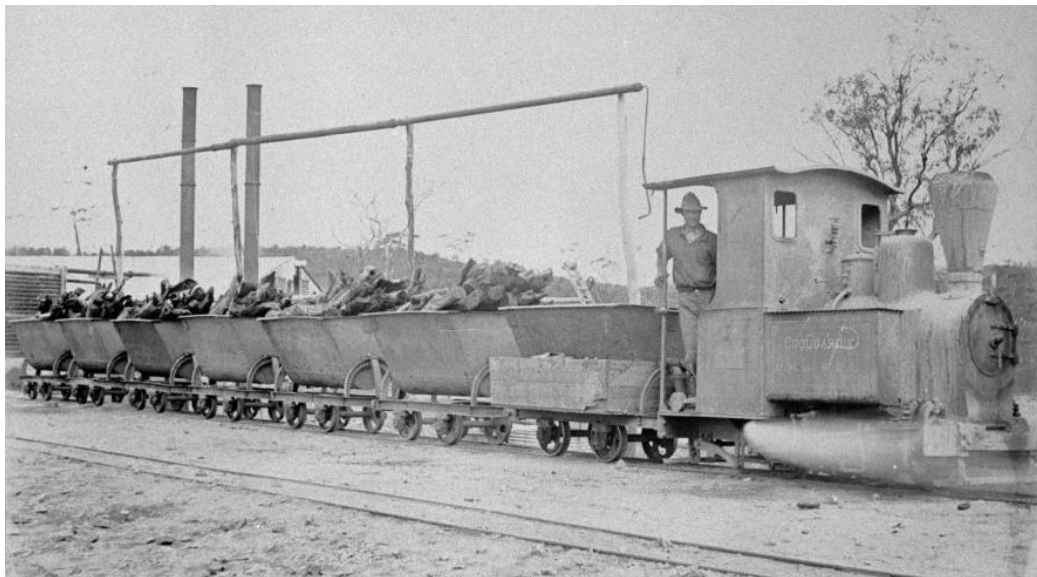
Haine-St-Pierre '461' – preserved in Meekatharra

For many years a small locomotive was displayed in the main street of Meekatharra. This relic from the mining days had a short but interesting working life on the goldfields. This is the story of Haine-St-Pierre '461'.

Coolgardie

In 1896 the 'United Mines Ore-Reduction Co. Ltd.' built a 2'-0" (610mm) gauge tramway from various mines near Coolgardie to the company battery. The battery was then the largest on the goldfields and was located 2.7km south-east of Coolgardie, adjacent to the present Coolgardie-Esperance Highway. It was established by an English company with the intention of crushing and treating ore from a number of mining properties in the area. These mines were shareholders in the company and consisted of the Lady Loch, McCulloch, Coolgardie, Bayley's West, Gleeson's Success, Lady Forrest and Empress. The tramway was constructed of 14lb per yard rails and ran in a south-westerly direction for 4kms. The steepest grade was 1 in 45.

To haul the trucks of ore the company purchased two small 0-4-0 tank locomotives. The smallest was named COOLGARDIE and was built by 'S.A. Des Forges, Usines et Fonderies de Haine-St-Pierre', La Louvière, Belgium (Makers No.461/1894). The larger 8-ton locomotive was built by John Fowler & Co, Leeds, England (Makers No.7588/1896). The company had 25 side-tipping iron trucks made in Belgium, each capable of carrying 30cwt (1.5t), for transporting the ore from the mines, while firewood supplies were obtained from the adjacent Hampton Plains Estate.



Haine St Pierre hauling trucks of firewood near Coolgardie, c.1897 (Battye Library 066349PD)

After about a year of operation, some of the mines were dissatisfied with the workings of the crushing plant and decided to build their own processing plants. By the end of 1898 there was no more ore to treat and the battery and tramway were no longer in use. Locomotive COOLGARDIE was sent to Peak Hill and the 'John Fowler' locomotive went to the 'East Murchison United GM Ltd' at Lawlers.

Peak Hill

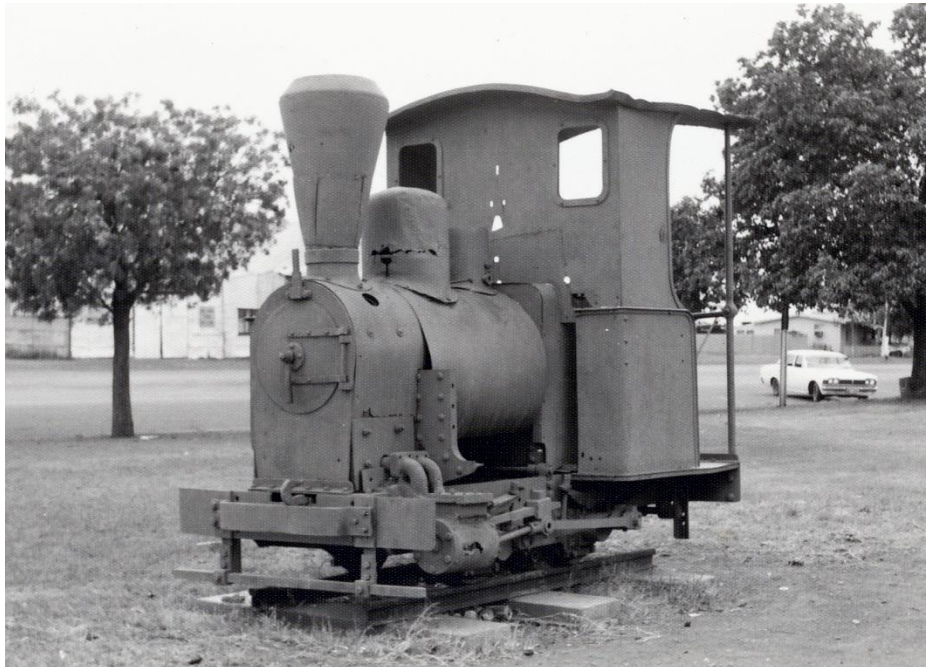
The 'Peak Hill Goldfields Ltd' was established in 1897 through the entrepreneurial skills of Mr Darlington Simpson. The company had 156 acres of mining leases at Peak Hill, 120km north of Meekatharra and on 1 March 1899 the company commenced construction of a 2'-0" (610mm) gauge tramway from the mine to the battery, a distance of 1.4km. The tramway skirted the northern edge of the Peak Hill townsite on embankments up to 1m high.

The company purchased the locomotive COOLGARDIE ('461') for hauling the trucks of ore to the battery. In 1900 an additional 0-4-0ST locomotive was ordered from 'Kerr, Stuart & Co.', Stoke-on-Trent, England (Makers No.718/1900) and it entered service in May 1901, named DARLINGTON.

Both locomotives were still in service in late 1903, with the Tramway Leases current until the end of 1907. When the tramway ceased operating is unclear but both locomotives were out of use by 1910. They then transferred to the ownership of the 'Western Machinery Co.' in 1918 who acquired many old mining locomotives. 'Haine-St-Pierre 461' was abandoned at Peak Hill, while locomotive DARLINGTON was sold in April 1919 to the 'Westonia Firewood Co.' at Westonia.

Meekatharra

After many years at Peak Hill and during which scrap dealers had removed the firebox and other parts from the locomotive, '461' was recovered and displayed in the main street of Meekatharra. A new chimney was fitted at some stage but the condition of the locomotive continued to deteriorate. In recent years it was removed by the Shire of Meekatharra to their depot, the old WAGR station yard. Its future is uncertain.



Haine St.Pierre 461 with original chimney at Meekatharra, 20 February 1978 (Jeff Austin)



Haine St. Pierre 461 showing damage by scrap dealer at Meekatharra, 20 February 1978.

(Jeff Austin)

Haine St. Pierre 461 displayed at Meekatharra, 16 August 2000 (Jeff Austin)



Editor: The Haine St-Pierre locomotive was classified by National Trust of Australia (WA) in 2002. This was the Statement of Significance given to explain why:

This is the only known example of a Haine St- Pierre locomotive to operate in Western Australia and possibly even Australia. It is one of only a few survivors of the once numerous small steam locomotives to work on gold mining operations in the state and is the only locomotive to ever operate on a Murchison / Peak Hill Goldfields gold mine. The Peak Hill tramway was the largest mining tramway to operate in the region, and also was one of the most isolated locomotive operated gold mining tramways, being about 110 km north of Meekatharra, the nearest Government railway centre.

The locomotive's history, with its brief period in use at Coolgardie, and relatively short operating life at Peak Hill, also illustrates the temporary nature of many mining tramway operations, and the widespread movement of locomotives between mining centres.

ARCHIVES (G Watson)

The following requests for information have been received during the month of April and have, in the main, been dealt with by Jeff Austin in his usual thorough manner.

No.	Subject	Purpose
15	Document heritage holdings of RHWA	NSW report
16	Hamelin Bay tramway relic	Self
17	ADE & ADF railcar photo's	Self
18	Maylands brickworks photo's	Local history
19	C. Williams, WAGR employee record	Family history
20	H. Tyers, WAGR employee record	Family history
21	GSR refreshment room photos	Family history
22	Trackplan of Merredin Yard	Modelling

The main Archives group meets every Tuesday at the museum and the normal attendance is around ten. A smaller group of five meets on every alternate Wednesday evening. while a couple of member work from home.

The current activities of both groups include the scanning, captioning and mounting of photographs, the indexing of the book collection, sorting and recording plans and drawings, the sorting and recording of archival documents, indexing the articles on Western Australian railways in magazines such as *Australian Railway History* and *Light Railways*, the collection and recording of newspaper clippings and the indexing the Outline Drawings albums.

It might seem that the Archives are a hive of activity, which they are, but there is a great deal of social interaction that also takes place. We recently farewelled Noel Farr. Noel was originally from NSW and has returned to reside in that state but in the couple of years he was with us, he made a considerable contribution to the Archives. At about the same time of Noel's departure, we welcomed Stephanie Sweeny to our ranks and we can see already that she will be a valuable member of the group.

SOUTHWEST RAIL AND HERITAGE CENTRE (Alasdair Kenyon)



ARA 351 was built by Westralia Ironworks as an AR in 1908 as a second-class corridor day car, was converted to a sleeper in 1957 (ARS) and her platforms became vestibules in 1962 (now ARM), finally in 1980 was converted to an ARA open saloon with 48 seats and a brake compartment to add to the Australind fleet. Photo: A Kenyon

Over the Easter weekend ARA351 was taken out of the goods shed and into the sun for the first time in a number of years, thanks to Brayden for hosing years of accumulated dirt and animal droppings off the roof . We will now start to clean out the inside over the next few months.

A big thank you to all of those who came down over the Easter weekend to do preparation work and those who helped over the open day.

Our April open day was perfect, beautiful weather and G233 Leschenault Lady in steam. We had 358 visitors (275 Adults and 83 children) and merchandise sales totalled \$163. Our new RHWA banner next to the sales table (up for the first time) attracted much interest.

The day went very well with a steady stream of visitors throughout the day, including a newly married couple who wanted their wedding photos with the train and gave us a generous donation.



(left) Y 1116 was moved out from under cover in the roundhouse to showing off this restoration project. The work has been undertaken by Gary, Ian and Mick and it looks so much better for it. We know there are one or two tweeks needed for the colour scheme, but it is now in great shape and great to be able to move it into the sunshine for the day.

Photo: Mitchell Henderson-Miller



The return of TA 1807 to its Westrail orange livery is underway with the doors being painted in Bassendean and refitted for the weekend.
(*Philippa Rogers*)

After the weekend ACL 407's roof was covered in tarps to keep her in reasonable condition over the weekend. There are a few broken windows to be dealt with still.
(*Philippa Rogers*)



Trent Stanley ensured that we have photos of our volunteers that day – thank you to you all for your contributions.



left: Callum, Ian and Jack (keeping people safe from loco)

right: Sales team of Jane and Anna





left: Noah (trainee fireman) with Michael (driver)

Note: being trainee light up fireman requires a 4 am get up!

Right: Mitchell, Dom (hiding), John and Michael as the last of the coal is unloaded and bagged. Coal supplies for the day were a ute-load and a trailer load. Thanks to Brayden for organising.



Left: meet and greet team of James, Alasdair and Philippa

AROUND THE STATE (Simon Barber)

AURIZON

CBH GROUP

CBH has decided not to use rail transport to clear the silos on the Miling branch of grain from the 2021 – 2022 harvest. Road transport will be used instead to haul the grain to Kwinana. The branch had been closed for an extended period due to a bridge near Toodyay requiring repairs, these having been completed during January 2022. Rerailing works have been commenced on the line, with the first trip being on 13 April. (See Watco report).

Q4011, CBH122 and CBH120 worked 6S55 empty grain to West Merredin on 8 April. Q4011 then proceeded to West Kalgoorlie with 36 CBHS wagons, their place in the Kwinana zone return working taken by 36 Aurizon-owned AGAY wagons. After a short layover, Q4011 then hauled the grain set to Esperance. CBH is running a rail grain programme of trains into Esperance, starting with loading out of Grass Patch, and later, planned haulage out of Salmon Gums. Q4011 is the allocated unit, with other Esperance based Aurizon locos available to substitute if required. AC4305 worked 2S70 / 2S71 grain services to Grass Patch and return on 25 April.

TRONOX

ACC6032, 6025 and 6023 worked a late running 7PU1 out of Kwinana on 13 March. ACC6032 is the backup unit for the three 6020 class locos allocated to the service and took the place of 6022 which required attention to its in-line fuelling setup at Forrestfield. Several subsequent return workings to Broken Hill have also utilised ACC6032, replacing one of the 6020 units.

WATCO WA RAIL

ROSSLYN HILL MINING

Watco has picked up the contract for the haulage of lead carbonate to Fremantle for export by sea. The carbonate is mined near Wiluna and taken by road to Leonora. It receives transit to and from Forrestfield via Watco's 471 / 472 and 351 / 352 services. Between Forrestfield and North Quay, a dedicated train is run. The lead carbonate is carried using strict handling protocols, being placed in sealed bags which are loaded into containers. A requirement for the transportation of the product is that it takes the most direct rail route from Leonora to the port.

INFRASTRUCTURE

AB1535 worked its first infrastructure service for Watco on 21 March, leading DR1565 and 1564 on 2RT1 rail train. The two DR units were hauled, giving AB1535 a good workout. Departing Midland, the train worked on the Midland Railway, having an overnight stay at Three Springs, and then running east of Geraldton from 23 March for rail distribution. AB1535 was hauled dead on the return working to Midland, all reports being that it had performed without a hitch.

AB1535 made its first solo infrastructure appearance on 13 April, working 4RT5 rail train from Midland to Calingiri. This was the first train service to operate on the Miling branch in several months. Extensive rerailing is required to upgrade this Tier Two railway, which services six grain silos from Bolgart to Miling.



0AB1535 at Calingiri on 13 April. (Simon Barber)

PTA / METRONET FORRESTFIELD – AIRPORT LINK

The first railcar set to run onto the newly constructed railway departed Perth station during the evening of 27 March. After a layover at Bayswater, it took the line junction there and ran into the tunnel for the purpose of testing the ventilation system. Various tests are still being undertaken, such as monitoring of the lighting levels at the three stations. It is planned to commence scheduled services on the railway by 30 June.

BAYSWATER BRIDGE / STATION WORKS

The Midland suburban railway is to be closed from Friday 23 September to Sunday 16 October. The 24-day shutdown is required to remove and replace about 1.8 km of track and other rail systems, as well as expanding the existing Leake Street pedestrian underpass while continuing work on the new Bayswater Bridge. Following the shutdown, the first half of the new Bayswater station will be open to passengers. With this opening, trains will cross over King William Street using the significantly higher new bridge, which has had 12 beams installed. The shutdown will impact on the Midland and Airport line suburban services, the Transwa *Prospector* and *Merredin Link* trains, and the *Indian Pacific* interstate services.



GM1 passes through Sawyers Valley on 7 April. When GM1 first came to Western Australia in 1951, Sawyers Valley still had a rail service! (Simon Barber)

FROM



(Jane Patroni)

New Signage at Merredin Railway Museum

Successful funding from Heritage Council (\$8,525) and Collgar Wind Farm (\$5000) together with \$3500 from Merredin Museum and Historical Society has enabled the engagement of Creative Space, an award winning signage, interpretation and exhibition design studio, to develop a Signage Style Guide and design and install exterior signage.

Currently the Museum has lots of signs, some no longer useful or are outdated, others that double up on information, many are not consistent in design and in some cases, there are no interpretation or specific stories which often means less people will read them.

The Signage Style Guide outlines the typefaces, colour palettes and has templates for all signs across the Museum including interpretive signage, welcome, way finding and general Museum signage, which will ensure all signage remains consistent in design and structure.

The Railway Museum Committee agreed on the consistent name of "Merredin Railway Museum" and logo in June 2020 when the Merredin Railway Museum Interpretation and Design Concept Plan was completed.



The new external signage on the fence along the railway lines and in the south east corner of the Museum grounds was installed on Monday 28 March. It is a highly visible and eye-catching statement to the public, especially our visitors. (Debbie Morris)



MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISION		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
4 May	K Smith	B Williams	T Nunn	B Williams
11 May	K Smith	A de Smalen	D Ingram	A De Smalen
18 May	K Smith	B Williams	T Nunn	B Williams
25 May	K Smith	G Bradley	D Ingram	G Bradley
01 June	K Smith	B Williams	T Nunn	B Williams
08 June	K Smith	A de Smalen	D Ingram	A De Smalen

DATE	TICKETS/SALES	SITE SUPERVISION		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
8 May	B Williams	K Smith	C Forsey	B Williams
15 May	A de Smalen	B Keay, K Smith	D Raine	A de Smalen
22 May	B Williams	K Smith	B Horton	B Williams
29 May	L McBeath	M Miles, K Smith	G Higham	G Higham
5 June	SPECIAL ROSTER MINI MODEL RAILWAY EXPO 10AM TO 5PM			

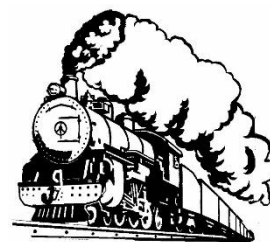
Any alterations to the rosters would you please contact Brian at brianwilliams@railheritagewa.org.au



RAIL HERITAGE WA

Members Newsletter

June 2022



FOR YOUR CALENDAR

Saturday 4 June – from 10am. Working bee to get Museum ready for the next day.
All assistance welcome – even if just for one hour.

Sunday 5 June **Mini Model Railway Expo**, Railway Museum, 10am to 4pm
Including S 549 in steam.

Saturday 11 June **Annual General Meeting**, Railway Museum at 2pm

Sunday 26 June **SWRHC Open day** 9am to 2pm

Saturday 9 July **Entertainment meeting 2pm** **Chris French** will speak on
signalling with an update on Claremont Signal Cabin situation.

FROM THE PRESIDENT (Philippa Rogers)

Don't forget our 2022 Annual General Meeting, which will be held at the Railway Museum, Bassendean on Sat 11 June.

We have received the following nominations for Management Committee:

President: Philippa Rogers

Vice President:

Secretary: Ian Studham

Treasurer: Brian Williams

Committee: John Cole, Bernard Horton. Alasdair Kenyon and Trevor Nunn

You will notice that we still need a Vice-President.

PROPOSED CONSTITUTIONAL CHANGE

Notice is given of the following proposed constitutional change to be presented at the Annual General Meeting. It is proposed that we change:

Current: 2.4 Quorum for General Meetings Fifteen (15) percent of the current financial Members (being Members entitled to vote under these Rules at a General Meeting) will constitute a quorum for the conduct of business at a General Meeting to

Proposed: 2.4 Quorum for General Meetings Ten (10) percent of the current financial Members (being Members entitled to vote under these Rules at a General Meeting) will constitute a quorum for the conduct of business at a General Meeting

The reason for the proposed change is that when the constitution was changed in 2016, the quorum for general meetings was increased from 10% to 15%. Since that time there has not been a quorum for general meetings (other than the AGM), so it is unworkable.

If we wish the AGM quorum to remain at 15%, then this will require an amendment to the motion.

MUSEUM (Philippa Rogers)

Sunday 5 June Mini Model Railway Expo

If you can assist on the day (even if just for part of the day), please contact Philippa president@railheritagewa.org.au or 0417 961187 and let me know. We would like to have 'reserves' in case of illness affecting our usual volunteers.

New interpretive signage

We have eight new large signs around the museum varying from Zanthus to X 1001. My thanks to Jeff Austin, David Ingram and John Wearmouth for their help in researching and reviewing content for the signs and Dom Bennett and John for installing them. The new signs are on wooden stands made last year by John Brown and painted by Les Wasley.

Four smaller signs are in production, and we look forward to their installation too.

Exhibition Building Redevelopment

As we continue to make good progress with the accessioning of the smaller items in our collection, we are also working on the development of a timeline of the development of railways in WA to give context to future displays.

Initial planning has begun to create replacement displays. There will be five main themes and we will be starting on 'Catching a train'. However, we first need to create an overall plan for the whole space and will be working with Exhibition Designer John Davies.

LOCOMOTIVE HISTORY (Jeff Austin)

Locomotive OA 179 - ARHS tour to Kwinana

The 'OA' class is a largely overlooked class of branch line and shunting engines. The last in service, OA 179 hauled an ARHS tour train to Kwinana in 1961 and was retired a few months later. 60 years on, this is the story of 'OA 179'.



OA 179 running around the train in Kwinana siding, 12 November 1961 (Adrian Gunzburg)

In 1909-10 the WAGR Midland Junction workshops built a number of new 2-8-0T&T locomotives using the tenders, side tanks and other parts from O class which had been converted to N class in 1907-8. At the same time, new frames were constructed to allow for an increased diameter of the driving wheels and a boiler mounted sand dome was fitted. The new engines were classified the 'OA' class and cost £2021 each.

'OA 161' entered service on 19 March 1910. The days of the highly polished brass dome and copper piping were long gone and the 'OA' engines were simply painted in gloss black. The only polished fittings were the whistle and brass number plates on the cab side and tender.

After running in around the metro area for a time and sorting out any problems, '161' was piloted over the Midland Railway to Geraldton depot.

Geraldton 1910-21

This depot had about 25 locomotives, comprised of A, C, G, O/OA, R and T class engines. '161' worked the goods and mixed goods trains on the branch lines around Geraldton and to Cue. Due to the Geraldton depot being isolated from the Eastern Railway for many years, general overhauls and heavy repairs were undertaken at this depot. In August 1913, '161' was based at Cue, for working the line to Meekatharra, while in April 1919 it was based at Geraldton and working the line to

Ajana. In March 1921, '161' was returned to Midland Workshops for general overhaul.

Narrogin/Wagin 1921-23

Narrogin was the principal locomotive depot in the Great Southern district and had an allocation in 1921 of about 30 locomotives. '161' hauled goods and mixed goods trains on the branch lines around Narrogin and the Wagin-Lake Grace line.

Geraldton 1923-26

The WAGR was emerging from the post-war recession and train traffic was increasing. By the time '161' departed for general overhaul in September 1926 it had travelled 264,000 miles (425,000kms).

Narrogin/Katanning 1926-32

'161' hauled goods and mixed goods trains on the branch lines around Narrogin, and Katanning-Pingrup and Kojonup lines.

Kalgoorlie 1932-39

This was the early years of the depression and train services were reduced across the system. This depot had about 25 locomotives, with '161' hauling goods and mixed goods trains on the line to Norseman and Esperance.

Narrogin/Katanning/Albany 1939-49

During the war and post-war was a difficult time for the WAGR, with worn out locomotives and deferred repairs. '161' continued to haul goods and mixed goods trains on the branch lines around Narrogin and Katanning but was also noted on Albany-Denmark services. '161' had heavy repairs at Midland Workshops during February-April 1949 and had travelled 579,922 miles (933,000kms).

Northam 1949-55

'161' returned to Northam in April 1949 and this busy depot had an allocation of about 50 locomotives. As part of the locomotive renumbering scheme introduced by the WAGR CME Fred Mills, it became 'OA 179' on 18 November 1949. The 'OA' class at Northam worked goods and mixed goods trains on the light railed branch lines and in February 1950, '179' was based at Toodyay. As well as the Miling branch, '179' was also based at York for shunting and working the branch line to Quairading.



*OA 179 hauling the ARHS
tour train up West
Leederville bank, 12
November 1961 (P16374,
Jack Stanbridge)*

Midland Junction 1955-61

The career of '179' on branch lines came to an end following heavy repairs at Midland Workshops in May 1955 and the transfer to Midland Junction. This depot had an allocation of about 50 locomotives and the 'OA' engines were relegated to shunting duties. '179' received its last general overhaul in June 1957 when it was fitted with boiler No.698. This boiler had been built at Midland Workshops in 1950 and was first fitted to O 218 in December 1950. '218' is the last surviving O class and after many years on display at Bassendean is now located at the Walkaway Museum.



OA 179 hauling the ARHS tour train at Fremantle, 12 November 1961 (Adrian Gunzburg)

East Perth 1961

For most of this year, '179' was based at East Perth on shunting duties. On 12 November 1961 it hauled the ARHS tour train from Perth-Kwinana and return. This was the only time an O/OA engine hauled an ARHS tour train and likely many years since one had hauled a passenger train. The only moment of fame for the class was when two OA class engines hauled the Prince of Wales train that derailed and rolled over near Wilgarup on 5 July 1920.



*OA 179 stowed at Midland Workshops, c. 1963
(T03453, Bob Taylor)*

Midland Junction 1961-62

'179' finished its working days as a shunter at Midland Junction depot. The last day in steam was 18 April 1962 and it was then taken into Midland Workshops for evaluation for repairs. Instead it was withdrawn and stowed on 27 April and written off on 30 May 1962. '179' was scrapped at Midland Workshops in July 1964.

ARCHIVES (G Watson)

The following requests for information have been received this past month and have been dealt with by Jeff Austin.

No.	Subject	Purpose
22	Merredin marshalling yard drawings	Modelling
23	Royal Train 1920 derailment site	Local history
24	Maylands station history	Local history
25	Wagin marshalling yard dates	Local history
26	J. Rickie, WAGR employee record	Family history
27	Collie railway photos	Heritage trail signage

New Photos on the website.

In recent times we have added 330 new images to the Photo gallery.

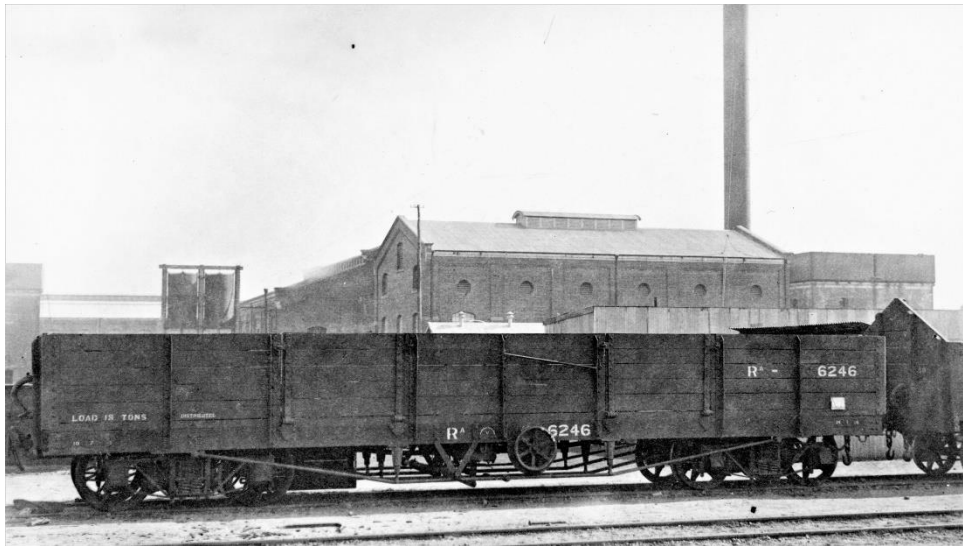
On the 28th of April we added photos P22201 – P22400 and on the 26th of May, we added photos P20401 – P20530 making a grand total of 27,010 photos in the gallery.

Photo donations

When searching for new photos for the RHWA collection, we place a high priority on "historic" photos and a recent donation of a collection of photos met this criterion. They were WAGR photos taken in the early years of the last century and contained photos of rolling stock seldom seen including photos of two items of rolling stock, photos of which, have never seen before by our Archives Group.



They were photos of an American built RA bogie open wagon (below) and of an AX class carriage (previous page).



The photo of the RA wagon was taken in front of the Pattern Shop at the Midland Workshops so on a recent visit I took a photo standing as close as possible in the same spot as the original photographer (see below).



Our appeal to our members and members of the public is to make any such photos you may have, available to RHW, either as a donation or a loan so we may scan them and add them to our collection.

MOTIVE POWER UPDATE (B Hesford, J Wearmouth)

TA 1807 roared back to life on the 5 March for the first time in many years as it is progressing towards accreditation. 1807 had been out of action with a fuel issue and with other priorities (G233) taking precedent, its problems hadn't been investigated. Previously Dom had drained the fuel tank and cleaned it and replaced the fuel filters. With 233 now back in service, over summer we re-installed the battery boxes and

installed 48 volts worth of batteries, started tracing and spinning the engine over to see what we could find. It was found the fuel pump was not pumping fuel up to the injectors. We removed the pump and with a bit of phone work back in town found Bead Services up in Parkerville who specialise in Cummins fuel systems. Dave from Bead Services, who is ex-Midland Workshops, hadn't seen an old pump like ours in a long time. Basically, our pump had just blocked up so with a service kit put through she is now almost back to full pressure. With the freshly overhauled pump installed on the 5th, the control switch was turned to start, and she started after only a few revolutions.



*The overhauled fuel pump
(painted black) is back in situ.*

(B Hesford)

All the door panels were removed, sanded and primed ready for a coat of Westrail Orange. On the April SWRHC open day 1807's engine was turning over, and the loco was displaying the freshly painted large engine bay doors which made for an interesting colour scheme.

(photo shows door painting 'workshop' at Bassendean.)



ST1 has a new starter motor installed as the old one had given up and just needs to be wired up and then will be ready for shunting duties once the last of the paperwork is sorted. It was also refitted with its wheels which had been reprofiled. ST1 will be a great help in the next couple of months as there are several large shunts coming up.

S549 has had its Brake Ejector removed for servicing as, during operations last year the Large Ejector was stuck open. Whilst it didn't hinder the operation of the loco it made it a lot louder than it needed to be. S 549 was washed out and all the washout plugs, mudhole doors and blowdown valve have been replaced, ready for the Mini Model Railway Expo.

G233 operated at the Boyanup open day In April without any issue. The boiler and tender have now been emptied and will wait until October before its next public run day. It is intended to run it in both October and November, the latter with the assistance of the local bushfire volunteers.

SOUTHWEST RAIL AND HERITAGE CENTRE (Alasdair Kenyon)

Despite a wet weather forecast, our attendance numbers for March were 58 adults and 14 children coming through the gate, which is the best non-steam day this year so far.

The Old Machinery Group were the focus of this month's open day and a large variety of stationary engines were on display supplementing the Centre's own collection.



With the end of Y 116 repainted to red at the top, volunteers Gary, Mick and Ian stand proudly by their work.

It is good to see Gary back – even if only in a supervisory role at the moment.

On the completion of the days event and in celebration of National Volunteer Week 2022, an afternoon tea was held with a mixture of hot and cold food supplied through generous funding from Lotterywest.

The afternoon tea enabled the volunteer members of the various groups at the centre to socialise and gain an understanding of each other's activities, reinforcing this year's theme of Better Together. The wild weather which had held off during the rest of the day arrived with a vengeance and sent us all scurrying home with full stomachs.



Behind the scenes the Blacksmith group are progressing with the new entrance gates for the centre, and a photo of them is attached.

AROUND THE STATE (Simon Barber)

AURIZON

CBH Group

A joint Commonwealth and State government funding package of \$200 million was announced in May for the Agricultural Supply Chain Improvement (ASCI) program. The package is designed to improve the connection within WA agricultural supply chains and strengthen freight infrastructure to keep pace with growing demands. As a major beneficiary of the package, CBH has also committed to itself providing \$200 million towards some of the various projects.

Four programs have been included in the first package. Completion is planned by 2025.

- \$22 million has been allocated to four rail siding extensions for CBH grain bins at Moora, Brookton, Cranbrook, and Broomehill, complementing significant CBH investment in rail loading facilities. These works are already underway, with Moora being done first.
- \$46 million will be spent on seven additional grain rail siding upgrades at Avon, Kellerberrin, Dowerin, Konnongorring, Ballidu, Mingenew, and Perenjori North, which will help CBH load longer trains much more quickly. CBH will also be investing in rapid loading equipment at these sites. Aurizon will benefit by improved efficiency in the operation of locomotive and wagon rolling stock allocated to grain services.
- \$60 million will be allocated for the Midland Railway Main Line upgrading from 16 Tonne Axle Loading (TAL) to 19 TAL between Carnamah and Mingenew, allowing heavier trains and a 20 per cent increase in train loads. With around 400,000 tonnes of grain per year being carried on this section, the upgrade will provide operational improvements and freight cost savings for rail services. The Narngulu – Mingenew section is already rated at 19 TAL.
- \$72 million has been earmarked for the Southern Wheatbelt region towards the progressive recommissioning of the Narrogin-Kulin rail line and associated works to service grain and other potential customers in the Narrogin-Wickepin area. Services on the Kulin line were suspended in June 2014, with CBH operating grain trains under the Watco partnership. Aurizon (then known as QR National) last ran trains on the Kulin branch in 2012. It is hoped to attract traffic from the WA Kaolin clay mining tenements in the Wickepin region onto the reopened railway. Kaolin is currently conveyed by road to the ports of Kwinana and Bunbury for export, and the company is planning to increase mining output, and relocate its processing plant from Kwinana to the Wickepin area.

Loco Notes

AC4307 has been relocated from West Kalgoorlie to Forrestfield by road, arriving on 17 May. Damage to the front bogie was sustained on an iron ore working, the extent of which made transfer to Forrestfield impractical.

Q4014 has joined Q4011 at Esperance for grain train workings. They paired for the first double headed working to Grass Patch on 16 May. Prior to this, Q4011 had

worked solo on these services when available. The Esperance zone services employ CBHS wagons only. The other two standard gauge sets in operation, both in the Kwinana zone, have been strengthened by the addition of extra Aurizon owned AGAY wagons.



Aurizon's S 3309 at Whitby crossing on Thursday 19 May 2022.

(P Rogers)

ARC INFRASTRUCTURE

Work is to be undertaken on eleven crossings in the South-West over the next three years. A list of the crossings is as follows-

Leslie Street, Serpentine - flashing lights to be replaced with a boom gate;
Waterloo Road, Picton - flashing lights to be replaced with a boom gate;
Lakes Road, North Dandalup - flashing lights to be replaced with a boom gate;
Forrest Avenue, Bunbury - pedestrian crossing renewal;
Station Street, Yarloop - flashing lights to be replaced with a boom gate;
Clifton Road, Yarloop - flashing lights to be replaced with a boom gate;
Johnston Road, Yarloop - flashing lights control renewal;
Watkins Road, Mundijong - pedestrian crossing renewal;
Uduc Road, Harvey (North) - automatic gate pedestrian crossing upgrade;
Uduc Road, Harvey (South) - pedestrian crossing renewal; and
Peterson Road, Warawarrup - flashing lights control renewal.

METRONET

The Caledonian Avenue level crossing in Maylands was permanently closed on 15 April. Trains running to Bayswater and onto the Forrestfield – Airport Line will now have no level crossings to negotiate. This was the second Metronet crossing removal project following the Denny Avenue works in Kelmscott. The first level crossing on the Midland line following departure from Perth is now the Railway Parade crossing near Ashfield station.



Metronet photo of progress showing the dive entry from Bayswater, before the Collier Road flyover for the new Ellenbrook railway.

Bayswater Station progress as at 11 May 2022

Below: close up of supports for the railway line which will be located to the south of the current track.

(photos: P Rogers)



FROM



(Jane Patroni)

Vale John Rutherford

John Rutherford - Australian test cricketer, State cricketer, mathematics teacher of note at the Merredin Senior High School and passionate enthusiast for the preservation of the Railway Museum buildings passed away recently in his early nineties.

He was part of a small group of vocal stalwarts who not only saw the benefit of preserving the railway buildings from demolition, but had the foresight and vigour to ensure that the town's history was not consigned to a pile of rubble. **John Rutherford** was instrumental in "going in to bat" for the reality of a Museum in Merredin.

Between 1975-2009 John was a keen Committee Member serving in the roles of President and Secretary. He was afforded Life Membership of the Museum for his contributions. The following events outline the key stages in the preservation process.

- **September 1971** – Initial deputation to the Minister for Railways Mr Bertram through the efforts of Mr J Brown MLA to press for vestment of the old buildings and the yard to the Shire. (This failed due to unavailability of the Minister for Railways to meet with the Shire).
- *The Merredin Lions Club brought **G117** steam locomotive to Merredin and did some partial restorations. It originally hauled the Kalgoorlie Express between Northam and Kalgoorlie from around 1900.*
- **March 1973** – WAGR is prepared to lease the station but the Shire will have a financial outlay of \$27,000 to WAGR for rerouting the Narembreen rail from the south side to the north side of the platform, fencing and building repairs. Shire said "**NO**". Buildings set to be demolished.
- *Initial 20-year lease agreements between Westrail and the Shire fail due to a clause allowing Westrail the right to resume land and demolish the buildings at any stage.*
- **1974** – Town referendum held to gauge community support for retention of railway buildings. The community said "**YES**"
- **March 1976** – Funding secured (\$10,000 WA Tourist Department; \$15000 Community Loan). Peppercorn lease agreed to by Shire and Westrail. Narembreen line moved. Barrier fencing installed. Parcel's Office and Refreshment Rooms restored using materials from the demolition of the Loopline Stations: Golden Gate, Kallaroo and Hannan Street. Refurbishment in earnest. Future is assured.

John Rutherford (President) - Merredin Museum and Historical Society
Joe Banks (Secretary)

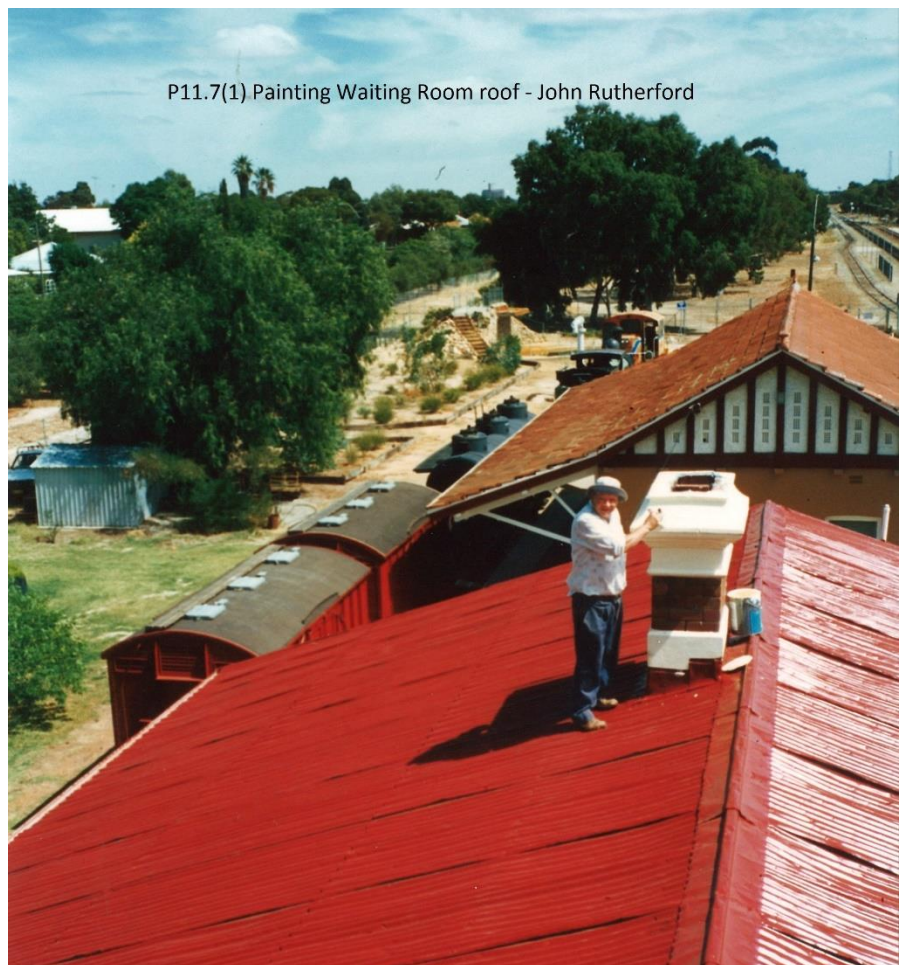
- **May 2022** – Our Museum boasts a unique location and houses a collection that spans the generations of those whose accomplishments have made Merredin great.



John Rutherford receiving his life membership from President Gloria Banks.

John Rutherford painting Waiting Room roof.

(Ed: For the sporting fans - John Rutherford was the first WA-based player to represent Australia in Test cricket)



MUSEUM ROSTERS

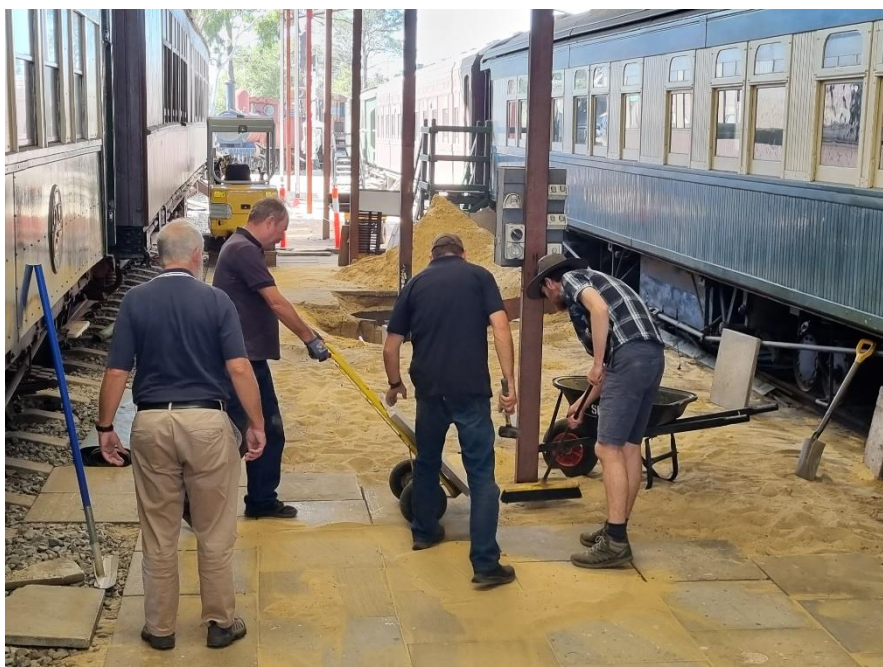
DATE	TICKETS/SALES	SITE SUPERVISION	DUTY OFFICER	
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
01 June	K Smith	B Williams	T Nunn	B Williams
08 June	K Smith	A de Smalen	D Ingram	A De Smalen
15 June	K Smith	B Williams	T Nunn	B Williams
22 June	K Smith	G Bradley	D Ingram	G Bradley
29 June	K Smith	B Williams	T Nunn	B Williams
6 July **	K Smith	A de Smalen	D Ingram	A DeSmalen
*** School holidays early opening at 11am				

DATE	TICKETS/SALES	SITE SUPERVISION	DUTY OFFICER	
SUNDAYS	Museum open 1.00pm – 5.00pm			
5 June	SPECIAL ROSTER MINI MODEL RAILWAY EXPO 10AM TO 5PM			
12 June	B Williams	K Smith	C Forsey	B Williams
19 June	A de Smalen	B Keay	D Raine	A de Smalen
26 June	L McBeath	M Miles, K Smith	G Higham	G Higham
3 July	Quynh Hoang	K Smith	G Watson, M Gillooly	B Williams

Any alterations to the rosters would you please contact Brian at
brianwilliams@railheritagewa.org.au

Note: the Bassendean Museum Precinct – Operations and Emergency Management Procedure is now available for perusal in the Accreditation file in the Entry Building.

MUSEUM WORK DAY 28 May 2022



Thanks to John C, Kirk, John W, David and Tristan for their slab laying efforts with nearly 60 slabs (some the old 2" thick ones!) laid ready for visitors again.

Also for returning steps to their original position with help from Dom.

Thanks to Graeme, Graham, Jeff S and Jaryd for their work in the garden, cleaning the Exhibition Building and cleaning exhibits.

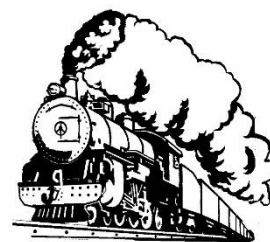
You could certainly see where we had been by the end of the day.



RAIL HERITAGE WA

Members Newsletter

July 2022



FOR YOUR CALENDAR

NOTE: Change of entertainment for July

Sat 9 July 2pm Entertainment meeting Entertainment meeting. Keith Cundale, President of Maylands Historical & Peninsula Assoc will talk on the changes that have taken place at Maylands Station since 1896. He will consider the various industries, characters and controversies.

Sun 24 July SWRHC Open day, Boyanup 9am to 2pm

Sat 13 August 2pm General Meeting followed by **Jeff Austin** speaking on the Rockingham – Jarrahdale railway which was opened 150 years ago

Sun 28 August SWRHC Open day, Boyanup 9am to 2pm

Sat 10 Sept 2pm Chris French will speak on signalling with an update on Claremont Signal Cabin situation.

Advance notice: Sat 12 November will see the launch of the project 'Railway Employees killed at war'

FROM THE PRESIDENT (Philippa Rogers)

On our second attempt to hold our Annual General Meeting we were successful on Saturday 18 June in achieving a quorum. Thank you to all those who came along and made it happen.

In addition to those management committee members elected unopposed as outlined in the last newsletter, our Vice-President position is now filled – thanks to Trent Stanley for stepping up to fill this position.

Constitutional change

An amendment was proposed to the clause previously outlined. This was accepted and subsequently adopted as a change to the Constitution. New clause:

2.4 Quorum for General Meetings: 10% of the current financial members (being members entitled to vote under the rules of a General Meeting) will constitute a quorum for the conduct of business at a General Meeting, unless the meeting is to consider a motion to amend the Rules Of Association of the Society in which case the quorum shall be 15% of the current financial membership.

MUSEUM (Philippa Rogers)

New interpretive signage –four smaller signs have now been installed. My focus will now return to writing material for the new displays in the Exhibition Building.

Mini Model Railway Expo

We were so lucky with the weather on Sun 5 June and with the great offerings from our exhibitors 1660 visitors (about 150 of these were under 4-years-old) were enticed to come along to the Railway Museum. A huge thank you to all volunteers who helped to make the day a success – from greeting people at the door to firing 'Greenmount', talking about GM 1 or helping to set up and pack away. There is a lot of preparation that goes into such events but seeing the smiling faces makes it worthwhile.

Wren Gillam took these photos of activities on the day (thank you) and captured many of the people and organisations who supported us in making the day a success.





Next big event: RailFest Sun 9 October. If you are interested in having a stall or display, please email admin@railheritagewa.org.au

ARCHIVES (G Watson)

The following requests for information have been received from members of the public and other organisations during the month of June and have been dealt with by Jeff Austin.

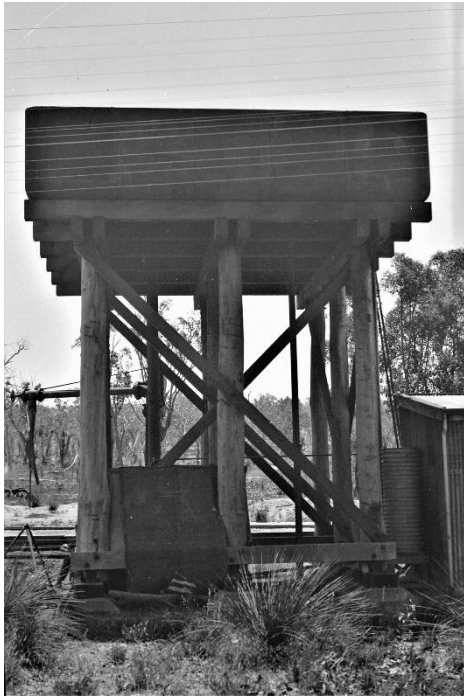
No.	Subject	Purpose
28	Armadale railway history	METRONET upgrade
29	Bridgetown railway water supply	Environmental study
30	Chidlow station photos	Local history display
31	Clackline station photo	Local honour board
32	Meekatharra railway dates	Self
33	J.Andrew & T. Fagan, WAGR employee record	Family history
34	Meltham station photos	Family history
35	Prospector and Prince Charles photo	Local history
36	Mt Lawley station photos	Local history
37	V 1220 photos	Coin series
38	F.H. Steinke, WAGR employee record	Local history
39	Ausrail/AN News newsletter, 1977-96	Self
40	Bruce Rock trackplan	Modelling

The Archives has received in recent times, a number of donations of photographic collections. Some of these collections have been just a few photos while other collections have numbered in the thousands, mainly but not entirely from deceased estates.

More recently, donations of collections have been gratefully received from Philippa Rogers, well known railway historian and author, Adrian Gunzburg and the late past President, Nicholas Pusenjak

As we place a priority on photos taken pre 1960s, I have chosen a number of photos from the Philippa Rogers' collection for publication in this month's newsletter. These photos were taken in the late 1930s (*Ed: but not by her!*)

If you have any railway related photographs taken in this time period, we would very much appreciate them being either donated or loaned to Rail Heritage for inclusion in our collection.



(left) Water Tank at Koojedda



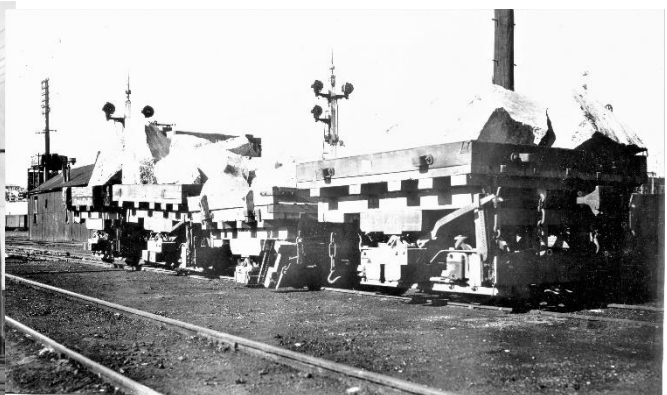
Above) Footbridge at Bassendean station



Above: Heavy load in Perth Goods



Above left : Jewell street level crossing



Above right: Derailment of a stone train in Perth Goods yard



Above: Overall view of Perth Goods

SOUTHWEST RAIL AND HERITAGE CENTRE (Alasdair Kenyon)

A beautiful winters day for our June open day, saw 63 adults and 30 children come through the gate.

During the month we took delivery of 3 display cabinets, a TV system, 3 cupboards and 2 shelving units which were funded by two grants (RHWA and SWRHC) under the Culture, Heritage and Arts Regional Tourism (CHART) program.



These will both enhance our public offering and allow us to improve our internal storage facilities. We are now focusing on selecting items to put in the display cabinets

Left: new display cabinets for Boyanup Foundation. Construction by Alasdair and Anna.



*How some of
our visitors
travelled to
SWRHC on 26
June!*

MOTIVE POWER UPDATE (B Hesford, J Wearmouth)

S549 was prepped and steamed successfully for the Mini Model Railway Day and was much appreciated by the many hundreds of visitors. Our thanks to Bennett Brook Railway for their assistance in provision of coal.

A fortnight later we steamed her again this time to shuffle some of our larger items around (those steam locos are very heavy!) and release the AQZ for future works. It is now sleeping quietly for the next few months.



The scene at night as the light-up crew are at work looking after S 549 with standard gauge dining car D 20 providing interesting lighting. (B Hesford)



*S 549 hauling AQZ 423 ready for its temporary location. The AQZ has had one side restored but the side you can see here could not be done in its previous location.
(B Hesford)*

S 549 being coaled ready for the Mini Model Railway Expo.

This followed the cutting up of much timber (old sleepers) for light up.

(P Rogers)



GM1 restoration has officially commenced now that it is closer to the shed, the reverser has been removed for overhaul, scaffolding has been setup in preparation for metal repairs around the nose.





The reverser of GM 1 is benched and ready for strip down. Some components are missing and will need to be sourced.

(B Hesford)

LOCOMOTIVE HISTORY (Jeff Austin)

RA 1910

The 1960's American bubblegum pop band, 1910 Fruitgum Company became the nickname for a WAGR diesel locomotive - RA 1910, when it emerged in experimental orange livery in 1974.

In November 1967 the WAGR called tenders for 12 main line narrow gauge diesel locomotives. They received responses from Clyde-EMD, English Electric and Goninan's but none was recommended. Instead, they were re-advertised and in May 1968 only Clyde-EMD and EE responded. The tender from Clyde-EMD was recommended but further investigation of existing Clyde and EE locomotives on the WAGR was undertaken. In September 1968 it was decided to split the contract and award 6 locomotives to both Clyde-EMD and English Electric. These locomotives would become AB 1531-1536 and RA 1906-1911. All 12 locomotives were on hire for the first 5 years, with a final purchase payment in April 1975. The eventual cost of each RA class locomotive was about \$255,000.

This group of locomotives was expected to dieselize the GSR main line from Avon Yard to Albany and enough were expected to be in service to complete this task by 1 January 1970. The lengthy tendering process and further delays in construction meant that this deadline could not be achieved.

RA 1910 (Makers No.A.202) was the last to leave the English Electric works at Rocklea, Queensland with RA 1911 on 12 December 1969. It was transported by rail to WA and given final commissioning checks at Midland Workshops before entering service on 6 February 1970. After some running-in work in the metro area it was sent to the GSR.

The dieselization of the GSR took a period of months with steam still required to cover for failed diesels and others sent away for servicing. The situation was further compounded by the collision of No.42 & 19 Goods at Kendenup on 24 February 1970 and damage to RA 1907 and RA 1911. Despite these setbacks, the GSR was fully dieselized from 1 June 1970.

The RA class were displaced from the GSR by the new DA class in 1972 and found their way back to Forrestfield, working to Avon Yard and Bunbury. RA 1910 was even used to haul the ARHS day tour to Donnybrook on 14 October 1973.



RA 1910 hauling the ARHS day tour at Donnybrook, 14 October 1973 (Jeff Austin)

'1910' entered Midland Workshops in April 1974 for new wheels and traction motor repairs. Whilst there, it was selected as the first narrow gauge diesel to be painted in the experimental International orange livery, ex works 5 June 1974. Two standard gauge diesels, L 257 and J 104 were also repainted but differed from '1910' in having black zebra stripes on the yellow band. The WAGR were keen to show off the new livery and '1910' was used on several hired special trains in the months that followed, including the ARHS day tour to Mogumber on 28 July 1974.

In March 1977 '1910' was due for general overhaul at Midland Workshops. When it re-emerged on 18 June 1977 it had been repainted to the new Westrail orange and blue livery. This was also a turning point in the career of '1910', as it was transferred to the Geraldton depot. It would remain in that district hauling general goods, grain, mineral sands and talc for all the 1980's. Only the occasional return trip to Forrestfield or Midland Workshops for servicing would see it venture back to Avon Yard and Bunbury.

By October 1981, '1910' had travelled 1,112,858km. The R and RA class were used extensively in the mid-west on all types of trains, often in multiple. They worked No.3/4 Freight to Forrestfield, grain trains to Mullewa and Dalwallinu, grain and talc trains to Three Springs and mineral sands trains to Eneabba.



RA 1910 in new International orange livery hauling the ARHS day tour at Mogumber, 28 July 1974 (Jeff Austin)



RA 1910 hauling a goods train at Three Springs, 27 July 1979 (Jeff Austin)

'1910' received its last major overhaul and engine replacement in May 1986. Time however was running out for all English Electric locomotives and the arrival of the new P class in 1989 was the beginning of the end. '1910' spent a short period as a shunter at Narngulu but was eventually stowed at Forrestfield on 14 November 1990.

It was examined on 20 November and a number of faults required attention plus the wheels were almost worn out. The recommendation was to submit it for write off and this occurred on 3 December 1990. It had travelled 1,938,363kms.

In May 1991 a private company approached Westrail with plans to purchase the R and RA locomotives stowed at Forrestfield. They would be repaired by Westrail and then sold onto overseas buyers. Westrail prepared quotes for the work but it was not proceeded with.

RA 1910 and the other written off R and RA class were cut up at Midland Workshops in September-October 1992 and the scrap sold to Perth Metals in Kewdale.

*Below: Scrap parts of RA 1910 at Perth Metals, Kewdale, 8 October 1992
(Jim Bisdee/Phil Melling Collection)*



AROUND THE STATE (Simon Barber)

METRONET / PTA

The Southern Suburbs Railway was closed between Elizabeth Quay and Aubin Grove stations from 3 – 6 June inclusive to enable further work to be undertaken at Cockburn Central Station. While the first day of the closure corresponded with a normal working day, the rest of the period was over the WA Day long weekend. Bus services were substituted from the city to Aubin Grove, with train services then in operation between Aubin Grove and Mandurah.

FORTESCUE METALS GROUP

To cover its increasing requirement for motive power, FMG is the process of boosting its General Electric fleet. Eight former BNSF / GECX Dash 9-44CW units have arrived in Port Hedland, with four already being placed into traffic to bolster existing sets. Twelve AC44C6M DC to AC rebuilds from former GECX / BNSF 9-44CW units are currently in shipment from the USA, the work having been undertaken by Wabtec in Forth Worth, Texas. The eight units already arrived carry BNSF livery, while the rebuilds wear the FMG blue and white livery.

(Reference Pilbara Railway Pages site)

<https://www.pilbararailways.com.au/FMG/roster.php>

WATCO

AB1535 ran a ballast programme on the Miling branch from 31 May to 4 June. Loading of ballast was undertaken firstly at Yerecoin, then at Coondle. Line rehabilitation has been occurring in the Bolgart – Calingiri section. On 7 June, AB1535 ran a rail train out of Midland to serve points in the Wheatbelt as diverse as York, Wyalkatchem and Ejanding. The opportunity to service the two DR units at Watco's leased facility within the UGL Rail complex at Bassendean was undertaken in early June.



AB1535, now wearing WATCO logos at each end, passes through Wattening, south of Bolgart, with 5BT2 ballast on 2 June (Simon Barber)

AB1535 made its first trip to UGL on 14 June since its relocation from Minnivale, though requiring assistance from DR1564 and 1565 to complete the journey. (Both photos by G Watson.)





AURIZON Loco Notes

The S class locomotives are usually based at Kwinana, with one allocated to Collie for use on the Worsley Alumina coal services. Although the class was once common at Picton, their use there in more recent years has become much rarer. However, S3304, S3306 and S3308 have been noted on workings from Picton since around April. The Alcoa and Worsley Alumina traffic out of the Bunbury Harbour usually employs the single cab ACN and P class units, with running around train consists not required as all the sidings served have balloon loops. The double cabbed S class are useful on trains feeding into the sidings at Alcoa in Kwinana where running around is required.

CBH Group Eight wagons derailed on grain service 1A80 on 12 June at Wagin, with the train heading towards Lake Grace. The train locos CBH023 and CBH016 were not affected. The line was closed until wagon recovery could be undertaken.

FROM THE PAST



*XA1410
shunts
rolling stock
at the
museum site
during 1971,
three years
before the
official
opening.
(Terry
Verney)*

THE END OF AN ERA (photos by Kieran Wright)

On 13 June 2022 the demolition of Dowerin Railway Station began as no use could be found for the building. AB 1535 hauled the last train to pass by the station building prior to its demolition – 9 June 2022.



FROM



(Jane Patroni)

The Power of Volunteering

Across Australia, the estimate of dollar value on volunteer work sourced by the Australian Bureau of Statistics (2006) was \$43 billion! In 2014, 5.8 million people (31% of Australian adults) participated in voluntary work, contributing 743 million hours to the community.

Few organisations in Merredin (or anywhere for that matter!) would be successful without the trusty and enduring assistance of volunteers. Think sport, community events and social support. Many volunteers donate time and energy across multiple organisations. To all our community volunteers, especially our Railway Museum volunteers – we say a collective **“Thank You”**.



Ross and Simmo erecting the new large banners along the Museum fence.

The volunteers at the Railway Museum are continuing the work of those previous committees, in maintaining buildings and infrastructure and working towards new projects that will highlight the importance of our Merredin rail story. We have been able to use the availability and expertise of many supporters who have assisted us in our endeavours to move forward with our strategic planning as detailed in the *Interpretation and Design Concept Plan (2020) and Style Guides*.

On Friday and Saturday 24-25 June we again welcomed **Philippa Rogers** (President Rail Heritage Bassendean) and **John Wearmouth** (technical advisor) to Merredin. Philippa conducted a **Significance Workshop** (CHART funded) to help us more critically evaluate and present items within our collection and explore possibilities of incorporating information into digital form. To precede the Workshop we invited railway enthusiasts, museum “tragics” and interested community members to attend an evening where Philippa presented some of the key and

interesting facts behind rail history in WA over the last 150 years. Held in our Refreshment Room, we welcomed Shire Councillors, Shire Staff and members of a neighbouring Museum to the evening which was beautifully catered for by our amazing **Julie Nicoletti**.



Before the talk people were provided with a wonderful three-course meal – to everyone's surprise and delight!

Philippa was instrumental in inviting Merredin to participate in key events around last year's celebrations of **RailWA – 150 Years**. As a railway organisation, it was the first time we participated in **RailFest** where we met many people whose collective efforts were making a huge difference across the preservation of rail history. Philippa was a keynote speaker at our inaugural **Gateway Merredin Festival "Troops Trains and Treasures."** With John, she represented Rail Heritage when we celebrated the highly successful **Prospector – 50 Years** event in Merredin last November. We look forward to their return visit!

Some of the attendees at Saturday's workshop





Left: Philippa speaking of significance of items in our collection



Right: Julie with her spectacular tiramisu

On these chilly days, volunteering is a good reason for our trust team to keep busy (and warm).

MUSEUM ROSTERS

These are only part rosters and complete rosters will be sent separately to those involved.

DATE	TICKETS/SALES	SITE SUPERVISION	DUTY OFFICER
WEDNESDAYS			
Museum open 1.00pm – 4.00pm			
6 July ***	K Smith	A de Smalen	D Ingram
13 July ***	K Smith	B Williams	B Horton
			A DeSmalen
			B Williams

***** School holidays – Museum opens 11am!**

DATE	TICKETS/SALES	SITE SUPERVISION	DUTY OFFICER
SUNDAYS			
Museum open 1.00pm – 5.00pm			
3 July	Quynh Hoang	K Smith	G Watson, M Gillooly
10 July	B Williams	K Smith	B Horton
17 July	A de Smalen	K Smith /B Keay	D Raine
24 July	B Williams	K Smith	S Mackay
31 July	L McBeath	M Miles, K Smith	G Higham
			B Williams
			B Williams
			A de Smalen
			B Williams
			G Higham

Assistance from the membership would be greatly appreciated in being rostered for positions on either Wednesday or Sunday afternoons. Training will be given for the position in which you are interested. Any alterations to the rosters would you please contact Brian at brianwilliams@railheritagewa.org.au



RAIL HERITAGE WA

Members Newsletter

August 2022



FOR YOUR CALENDAR

Sat 13 August 2pm General Meeting followed at 2.30pm by **Jeff Austin's** talk on the Rockingham – Jarrahdale railway, which opened 150 years ago

Sun 28 August SWRHC Open day, Boyanup 9am to 2pm

Sat 10 Sept 2pm Chris French will speak on signalling with an update on Claremont Signal Cabin situation.

Sun 25 Sept SWRHC Open day, Boyanup 9am to 2pm

Sun 9 October Railfest – save the date

*Advance notice: Sat 12 November will see the launch of the project '**Railway Employees killed at war**'*

FROM THE PRESIDENT (Philippa Rogers)

Vale Otto Walkemeyer - passed away 28 July 2022

Otto Walkemeyer, while not known to many of our newer members, was a key stalwart in the early days of establishing the museum and running the sub-museum committee. Our deepest sympathy to his wife Maureen and their family. There will be a memorial service for him on Wednesday 10 August at 2pm. All are invited to gather at the St John Lutheran Church, 16 Aberdeen St, Northbridge for the memorial and refreshments.



Otto (right) with Don Tyler (left) on the occasion of our celebration of the 40th birthday of the museum in 2014.



Left to right: Noel Zeplin, Eddie Woodland and Otto Walkemeyer with plans for the museum site. Note the Cumming Smith works still extant in the background.

Thank you to all those who have renewed their membership. A final reminder to those who haven't quite got around to it – this will be your last newsletter.

We are very much aware of the challenges a 'full house' brings when it comes to the Museum – if nothing else it means any re-organisation is a major event. In 2022 we have far more land (though some of the extra has restrictions on it), than in September 1976 when the late Noel Zeplin, long time President, noted for the Council Meeting on the matter of consideration of further rollingstock for the Museum that *space at the Museum was at a premium!*

Space is one aspect but under cover space is the necessity to ensure the preservation of WA's railway heritage. To this end we are in the early stages of planning for additional roof cover. Thanks to Geoffrey Higham for his willingness to complete a proper survey of the museum area with the current track layout. This detail is critical as we have already covered the sections that can be tackled with nice rectangular roof cover.

FIRST AID Training available as we need more First Aiders at the Museum!

Courses can be one day with online work beforehand or a two-day course. If you are willing to undertake First Aid training, then please contact me on president@railheritagewa.org.au or see me at the museum or general meeting. If you already have First Aid qualifications and can assist at events, please let me know.

MUSEUM (Philippa Rogers)

The weather has restricted activities at the museum recently, but it is very pleasing to see our new improved drainage working very well. Thanks to Bruce for completing that work. There is however one more task – half the slabs have been relaid but the rest need to be done. This is not a task for one person! If you can help, or can organise a group to help, then please let me know.

Pennsylvania Railroad Position Light (John Cole)

One task that has been undertaken despite the weather is the installation of the ex-Forrestfield Hump Signal next to the Exhibition Building. At over 5m tall this is quite an imposing addition to our displays.

This double-sided Signal is a combination of a Position Light Signal (Top Head) and a Searchlight Signal (bottom head). It was used to control the speed and movement of the shunting engine at the Forrestfield Narrow Gauge Hump yard.

The Forrestfield Narrow Gauge Hump yard was where a single rake of goods wagons was shunted into 32 separate lines to make up trains to go to the country.

The Position Light Signal was developed and used extensively by the Pennsylvania Railroad (PRR) as an alternative to Semaphore signals.

Three lights in the horizontal mimicked a semaphore arm at "Stop", three lights in a 45-degree arrangement mimicked a 3 position semaphore at "Caution" and 3 vertical lights indicated "Proceed."



Thanks to John C, Brayden, Dom and John W for their work in undertaking this move and to John Cole who is working towards its future operation.



The Searchlight Signal uses a single bulb and lens system for each colour light, it features a single white bulb focused through a one lens system. Key to the search light system is a mechanism that changes colour aspects by moving small, coloured filters in front of the lamp that projects the coloured light through the lens system creating a bright narrow beam.

This Signal was specially manufactured for the WAGR and is believed to be the only one of its kind in Australia.





Showing the signal in situ at the Hump yard, Forreestfield with wagons moving over the hump, and a view down the yard (P01083)



Around the Museum site in the past month the WA Model Railway Club have removed the old extension to the garden railway and will create a new easy access and maintenance version. It is hoped to have this operational by RailFest.

The photo above shows Dom operating the front-end loader assisting in the removal of what turned out to be a large amount of sand from the former model railway garden.

ROCKINGHAM TO JARRAHDAL RAILWAY – 150 years

On 31 July Jeff Austin gave an excellent presentation to a crowd of over 50 people at an event organised by the Jarrahdale Heritage Society. As always people took the opportunity to ask Jeff many questions about our timber railway history. It was also a great opportunity to promote our organisation and the work it does.

You can hear this excellent talk at our next General meeting on 13 August.



The Jarrahdale Heritage Society emailed Philippa saying:

Just a quick note to thank you and Jeff for coming to Jarrahdale yesterday.

We appreciate all the effort a presentation like this takes, and also your enthusiasm for the 150th Celebrations. The feedback has been very positive, and I know we all learnt so much from Jeff. His knowledge and enthusiasm are wonderful.

ARCHIVES (G Watson)

The following requests for information have been received from members of the public and other organisations during the month of July and have been dealt with by Jeff Austin.

No.	Subject	Purpose
40	S & PM locomotive photos	Self
41	Midland Workshops photos	Magazine article
42	B. Collard, WAGR employee record	Local history
43	The Westland consist & timetables	Self
44	Landliner/Cheetah buses	Publication
45	Albany station plans	Local history
46	Nyamup timber cottage photos	Magazine article
47	WAGR Garratt & Fairlie loco notes	Publication
48	Info & photos of Naretha & Rawlinna	Family history



The First Zoo Loco

Maybe some of more senior members may remember this loco on a visit to the Zoo in their childhood. This loco hauled the Zoo train from 1934 until 1953 when it was replaced. It ran on a 500-metre circuit of track around the oval, was powered by a Ford car engine and the Zoo staff built the carriages.

The photo was taken in 1952 by a visitor from Victoria and part of a recent donation from Ballarat Tramway Museum.

RESTORATION AND MAINTENANCE – the midweek team

You may not have met the people who work on our collection on Tuesdays and Thursdays. This photo introduces them: (L to R) Kevin, Colin, Les, Andy and Graeme as they enjoy a social day out.



The work of this group is most obvious along the platform where they are currently working on a repaint of the AY suburban carriage and in the cab of steam locomotive R 174. Earlier in the year they repainted the BAS ballast hopper and the bullion van. On wet days they have been reassembling and restoring AVL 314 – a lounge buffet car.

Some of the group have been volunteering with us for over 20 years, with others joining more recently. They are a very friendly group who would make you welcome should you wish to join them on a Tuesday or Thursday or both days.

Please contact Ian on secretary@railheritagewa.org.au or Philippa president@railheritagewa.org.au for details if you are interested in joining them.

SOUTHWEST RAIL AND HERITAGE CENTRE (Alasdair Kenyon)

Following a very wet and windy Saturday, the weather cleared on Sunday for another beautiful winters' day. Our visiting attraction this month was a display of vintage motorcycles from the Pre-48 Section of the Indian Harley Club, Bunbury, with many visitors asking where were the motor bikes. Overall, we had 85 adult and 33 children as visitors over the day, a very pleasing number.

Last month a local electrical contractors attended the open day talking to our various groups about improved power requirements for the centre. Following on from that he has been liaising with RHWA with a view to lodging an application with Western Power. SWRHC are investigating external funding options might be available.

As mentioned last month we received a CHART grant for some shelving and cabinets. Philippa and John spent a lot of the day sorting and putting away the various items belonging to the Boyanup Foundation that had accumulated in the front room of the cottage over the past few years. Thank you for that.



LOCOMOTIVE HISTORY (Jeff Austin)

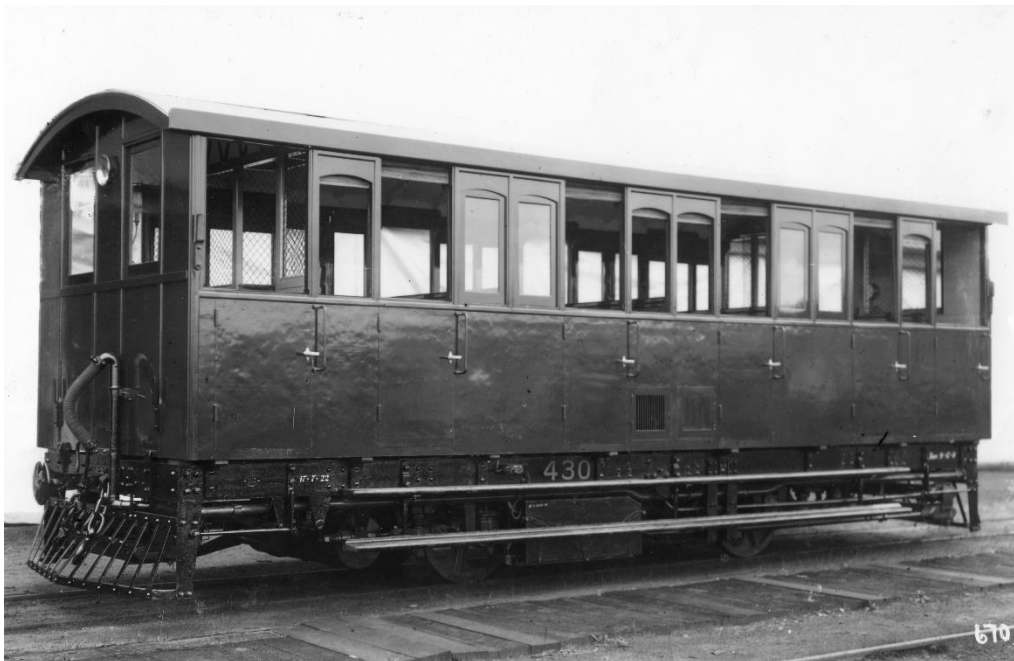
AO Rail Motor Cars

With PTA contemplating a new Australind railcar set to be built at Bellevue, we can look back 100 years to the first country rail motors - the AO class.

In 1920 the WAGR prepared specifications for a petrol-driven self-contained car to hold 30-40 passengers. The Agent-General in London was requested to call tenders for these cars and the contract was awarded to the Motor Rail and Tramway Co. Ltd., Simplex Works, Bedford in February 1921. This company was to supply the chassis and engines for 3 cars, with the bodies to be built in the Midland Workshops. The first two chassis were completed and left the works on 10 March 1922 and the third on 1 April 1922.

The three cars were described in the 1922 WAGR Annual Report –

“Three rail motor coaches are being put into service, the chassis being imported and the bodies built at the workshops. They have been constructed to carry 40 passengers, and will be used in the country districts. The cars are electrically lighted and fitted with vacuum brakes. They are each operated by one man. The engines are 4-cylinders of 40HP, and were constructed by W.H. Dorman & Co. Stafford, England. The chassis were designed and made by the Motor Rail and Tramway Co. Ltd., Simplex Works, Bedford. Although in the experimental stage, these coaches give every promise of success, and will it is hoped prove of convenience in districts where the train service is infrequent.”



Motor Coach 430, new at Midland Workshops in 1922 (P02904, WAGR)

The 3 vehicles were shipped to WA and delivered to Midland Workshops for construction of the bodies. The Minister for Railways, Mr J. Scaddan inspected progress on the new rail motors at the workshops on 8 June 1922. Two of the cars were completed in early July and were trialed on the railway to Kalamunda.

However, they proved to be not suited to this line, having difficulty on the steep grades.

The first official trial ran from Perth to Midland Junction on 20 July 1922, carrying the Minister, Mr Scaddan and the Commissioner of Railways, Harold Pope. While the cars were intended to operate at 20mph, a speed of 30 mph was reached on the straight track at Maylands. One of the cars was then placed on public display at Perth station on 21 July. The cars were classified as 'Motor Coach 430-432' and had cost £3837 each.



Motor coach on trial at Pinjarra in 1922 (P20430, RHWA)

On entering service, the three cars were based at Albany, Narrogin and Merredin, and operated passenger services on the branch lines from those towns. The first service ran on 1 August 1922 when coach No.430 ran from Albany-Denmark and return. Services from Narrogin commenced on 14 August and from Merredin on 4 September.

The schedule for these cars was intensive and had consequences described in the 1923 WAGR Annual Report –

“At the outset all 3 cars were put into service, but it was found in practice that they could not be left running day in and day out, and the Merredin car was therefore withdrawn for purposes of relief.”

The Merredin service ended on 30 April 1923 and the car was sent to the GSR.

The Denmark service was especially popular, with the motor coach at times having to haul a compartment carriage. A light-weight trailer car, No.433 was converted from a 4-wheel P class brakevan and this entered service in December 1922.

By 1926 only a regular service still operated from Albany-Denmark, while the car at Narrogin worked an irregular service to Kondinin, Williams and Wagin. The services

operated by these cars ran at a deficit each year but were significantly less than if the trains had run with a locomotive and carriages. In the 1926 Annual Report it was recommended that if funds were available another 7 of these cars should be purchased.

Unfortunately for one of these cars, No.432, its career came to an end at Narrogin on 22 October 1926 -

"Motor Coach Burnt. - The ringing of the fire bell on Friday evening last caused a mild sensation in Narrogin, the cause being located at the railway loco sheds. It appears that shortly after the arrival of the coach from Wagin that evening the tank was being refilled with petrol for a trip to Pingelly on the following day. By some means the spirit became ignited and in a few minutes the vehicle was in flames. The fire spread to the shed, the rafters of which were soon alight and had it not been for the prompt arrival of the fire brigade the shed would have been incinerated. However, the brigade directed their attention to the building and were successful in effecting a big save. This was really the first try-out of the brigade and they are to be complimented on their prompt arrival and efficiency. Nothing could be done to the coach which was totally destroyed."

The two remaining cars continued in service at Albany, working to Mt Barker and Denmark, and after 1929 to Nornalup. They were still on the Nornalup service in 1934 but by then were accumulating heavy maintenance costs.

Fire was to claim another of the class, when motor coach No.430 was destroyed at Albany on 30 August 1936.

Fire at Albany – A fire in the Railway Department's locomotive shed at Albany, between 5 and 6 o'clock yesterday morning was responsible for the almost total destruction of a Simplex English rail motor coach, which was formerly used in the Albany-Denmark-Nornalup service. It was withdrawn from commission on Thursday last for overhaul, and a few days earlier its companion coach was sent to Kalgoorlie for service."



AO 431 on the Boulder line c.1940s (P06234, RHWa)

The surviving coach, No.431 and trailer No.433 arrived in Kalgoorlie in August 1936 for use on passenger service from Kalgoorlie to Boulder. In June 1937 they were classified, AO 431 and AOT 433. The WAGR compiled detailed monthly records for trolley buses from 1934 and this paperwork included a column for rail motor AO 431. These records showed that '431' and trailer were still working the Boulder services in February 1950. They were soon after withdrawn and written off on 27 June 1950. A summary of each car is listed below –

Motor Coach 430 (Chassis No.2164). Entered service on 18 July 1922 and sent to Albany. Destroyed by fire at Albany, 30 August 1936. Underframe used to build Jetty 70, issued 25 April 1945 and used to transport boiler tubes around Midland Workshops.

Motor Coach 431 (Chassis No.2163). Entered service on 9 August 1922 and sent to Narrogin and later Albany. Transferred to Kalgoorlie in August 1936. Classified as AO 431 on 30 June 1937. Withdrawn from Kalgoorlie and written off on 27 June 1950.



AO 431 and trailer at Kalgoorlie in 1940s (P06299, RHWA)

Motor Coach 432 (Chassis No.2165). Entered service on 29 August 1922 and sent to Merredin. Destroyed by fire at Narrogin, 22 October 1926.

Trailer Coach 433. Built by WAGR and cost £154. Entered service on 16 December 1922 and sent to Albany. Transferred to Kalgoorlie in August 1936. Classified AOT 433 on 30 June 1937. Re-numbered 'AOT 430' on 16 September 1946. Withdrawn from Kalgoorlie and written off on 27 June 1950. Converted to workmen's van, DW 5092 on 7 September 1951 and written off on 27 September 1965.

AROUND THE STATE (Simon Barber)

Railways Access Code

The WA State Government has been implementing significant changes to Western Australia's Rail Access Regime, which provides a regulated pathway for parties to gain access to pre-determined privately-owned railways. Amendments to the Railways (Access) Code 2000 have now been drafted to make the regime a more effective alternative when commercial negotiations stall, speed up access negotiations and ensure railway access arrangements are fair for all parties. Premier and Treasurer Mark McGowan said the important reforms contributed to ensuring businesses can more easily use the rail network to efficiently move their products across the state. Feedback was being taken from interested parties to consider the draft proposals, with a closing date for submissions of 23 July 2022. Stakeholders who made public submissions in response to the Issues Paper included Alcoa, Arc Infrastructure, Aurizon, the ARTC, CBH, Pacific National, Roy Hill, Rio Tinto, and the Wheatbelt Railway Retention Alliance.

Bunbury Passenger Service Planning

Planning to investigate a potential faster rail link between Bunbury and Perth is progressing, with consultants now on board to develop the project's strategic business case. In partnership with MER Consult and Arup Group, KPMG has been awarded a \$500,000 contract to produce the project's strategic business case, which will include evaluation of the potential economic, social and environmental costs and benefits of the project. The proposal aims to improve public transport travel between Perth and Bunbury, with the existing *Australind* service trip taking two and a half hours. The Federal Government allocated \$4 million in the 2020-21 Budget for high-level investigations into a faster train to Bunbury, with the State matching that investment. The strategic business case is anticipated to be completed by the middle of 2024. Any future planning would depend on the feasibility of the fast rail link proposal and would be considered a very long-term project if viable.



NR118 crosses the Swan River at Fremantle with 7AK2 inspection train on 2 July 2022.

(Simon Barber)

**PACIFIC
NATIONAL**

The ARTC / Sydney Trains inspection train visited Western Australia during late June and early July. It arrived at Kewdale on 1 July, then ran to North Quay and

East Perth Terminals on 1 July. Return to Parkeston was on 3 July. Visits are made west roughly on a quarterly basis. The time spent in WA was truncated from normal schedules, with no recording being done to Esperance, Leonora and Kwinana on this occasion. Pacific National hold the hook and pull contract for the legs into WA, with NR47 working the train into Kewdale on 30 June, then NR118 taking over for the remainder of the itinerary.

AURIZON

CBH Group

DBZ2301 and DBZ2305 have made a return to main line running under their own power. The pair ran a light engine trial between Forrestfield and Kwinana on 9 July. They then worked to Avon Yard with a grain wagon two pack pair on 11 July. It is proposed that they will work grain trains in the Kwinana zone along with DBZ2302, which is still receiving workshop attention at Forrestfield.

P2514 hauled 36 VGHM / VGKM grain wagons from Forrestfield to Narngulu on 14 July, adding to wagons which have been arriving by road. Originating from Queensland, the set will enable Aurizon to provide a third fleet in the Geraldton zone, termed as one of three “surge” fleets which are made available as part of the CBH contract.

Tronox

ACD6049, 6022, 6025 and 6023 departed Broken Hill with 4UP1 loaded mineral sands containers on 20 July. ACD6049 was a late addition to the train as 6023 had radiator issues which required attention. After arrival at West Kalgoorlie on 22 July, ACD6049 was replaced by ACC6032 for the remainder of the journey to Kwinana. This was the first visit of an ACD class unit to South Australia and Western Australia. ACD6049 was subsequently attached to 7PU1 at West Kalgoorlie on 24 July, the train arriving from Kwinana behind 6022 and ACC6032.

WATCO

GL104 and T369 worked 4471 / 4472 nickel concentrate services between Hampton and Leonora on 13 July. This was the first working of a T class loco on the Leonora line. Prior to this, T369 had been captive to the WATCO wagon maintenance facility at West Kalgoorlie yard since its arrival from Perth. T376 and T377 continue to be based at Forrestfield, working shunt movements between the SCT yard, BlueScope Steel and Saddleirs.

FROM



(Jane Patroni)

A “Gilbert” Rail Carriage Chair at Merredin....

One of the many pleasant delights in volunteering at the Railway Museum is the occasional “jackpot” find! A recent, casual conversation between **Treasurer Deb Morris** and **Rail Historian Philippa Rogers** revealed a forgotten treasure dustily idling its time away in a shed at the rear of the Community Resource Centre in Merredin.

The discovery led to the **identification of a chair** that was used in a class of passenger railcar known as the “**Gilbert Carriage**”. Interestingly, the history of the chair and how it came to Merredin is somewhat of a mystery!



We understand that the “Gilbert” cars were the only carriages purchased from America, and their non-English origins caused no amount of controversy at the time. They arrived at Fremantle aboard the “S.S. Nairnshire” on 13 February 1892 (130 years ago). Described in the following terms:

“...They were typically American with their clerestory roofs sweeping down over the two end platforms and their large windows giving them an air of importance.

Their bodies and underframes were of timber, with the body sides of tongue and groove panelling painted in Indian red. Gangways on the end platforms allowed passage between the cars. First class cars number 36 and 39 carried 37 passengers, while cars 37, 38 and 40 carried 41 people in seats. Cars were lit by oil lamps fitted into the clerestory roofs. By 1902 the “Gilbert” cars were in the Eastern Goldfields being hauled around Kalgoorlie by N class steam locomotives.”



How the “Gilbert” seat came to Merredin is a mystery. Perhaps it was gifted to Merredin by the Railway Institute in Kalgoorlie? Local people remember the seat having the pride of place for “*Santa’s Derriere*” at the Annual Christmas Party held at the Railway Institute Hall and it seems that it had been painted red to compliment the occasion! In more recent years it was used by Santa at the Community Resource Centre for photo opportunities with eager youngsters.

Whatever the stories, we'd love to hear them and hopefully piece together another "gem" of local rail significance.

Come and see the "Gilbert Chair" in our Refreshment Room.

MUSEUM ROSTERS

Wednesdays

Date	Duty Officer / Sales 1	Sales 2 & Greet	Site supervision
3 August	B Williams	T Nunn / K Smith	D Ingram
10 August	G Bradley	K Smith	
17 August	A de Smalen	K Smith	
24 August	G Bradley	K Smith	B Horton
31 August	B Williams	K Smith	D Ingram
7 Sept	G Bradley	K Smith	
14 Sept	A de Smalen	K Smith	S MacKay
21 Sept	G Bradley	K Smith	B Horton
**28 Sept	B Williams	K Smith	D Ingram

** school holidays – Museum opens 11am Wednesdays

Sundays

Date	Duty Officer / Sales 1	Sales 2 & Greet	Site supervision
7 August	K Smith	Quynh Hoang	G Watson / M Gillooly
14 August	B Williams	K Smith	C Forsey
21 August	A De Smalen	K Smith & B Keay	D Raines
28 August	G Higham	L McBeath & K Smith	M Miles
4 Sept	K Smith	Quynh Hoang	G Watson / M Gillooly
11 Sept	B Williams	K Smith	C Forsey
18 Sept	A De Smalen	K Smith & B Keay	D Raines
25 Sept	G Higham	L McBeath & K Smith	M Miles
2 October	K Smith	Quynh Hoang	G Watson / M Gillooly

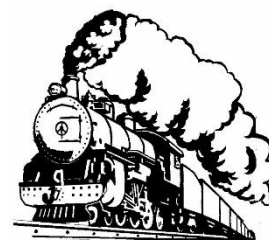
If you are unavailable for your roster, please contact Brian Williams on brianwilliams@railheritagewa.org.au with as much notice as possible,



RAIL HERITAGE WA

Members Newsletter

September 2022



FOR YOUR CALENDAR

Sat 10 Sept Entertainment Meeting: 2pm Chris French will speak on signalling with an update on Claremont Signal Cabin situation.

Note: Road closure in front of museum, so either park in Men's Shed area on May Holman Drive or on Wood St or come by train. Pedestrian access still available.

Sun 25 Sept SWRHC Open day, Boyanup 9am to 2pm

Sun 2 October Railfest – NOTE the date change! Workday day before and all assistance prior is appreciated.

Advance notice: Sat 12 November will see the launch of the project 'Railway Employees killed at war'

FROM THE PRESIDENT (Philippa Rogers)

RAILFEST 2022 – DATE CHANGE TO 2 OCTOBER.

It is hard to have foreseen a circumstance whereby we would consider a date change for our annual RailFest but when the Minister for Transport, Hon Rita Saffioti, announced that the opening of the much-anticipated Airport Line would happen on Sunday 9 October then a rethink was necessary, and the decision taken to bring it forward by a week to Sunday 2 October. Our partners and exhibitors were supportive of the move. This leaves us with one less week to make sure the place is looking its best, so as well as the day before, if you have some time on a Tuesday or at a time when the museum is open, there are lots of little jobs including gardening and coach cleaning to be done. The main garden bed can be reached at waist level or no bending is required!

RAILWAY PARADE ROAD CLOSURE

On the next two weekends of 10th & 11th September and 17th and 18th September, Railway Parade in front of the Museum will be closed for road works between Wood St and May Holman Drive. Access will be by footpath with the possibility that people who normally access the site through the rear entry will be able to gain access as permitted by traffic controllers managing the movement of equipment (only from May Holman end). Coming by train would be easiest, otherwise parking in Wood St or May Holman Drive. We have permission from Bassendean Men's Shed to use their car park as well.

Despite appalling weather last month, we were able to have our first non-AGM General Meeting since 2016! Our quorum was achieved thanks to the recent

constitutional change and to the attraction of Jeff Austin's 'Rockingham to Jarrahdale – 150 years' talk. We are fortunate to have members willing to give their time and share their knowledge and experiences. September's talk by Chris French will be another example of this support.

MUSEUM – Perth Railway Station Clock (Bruce Keay)



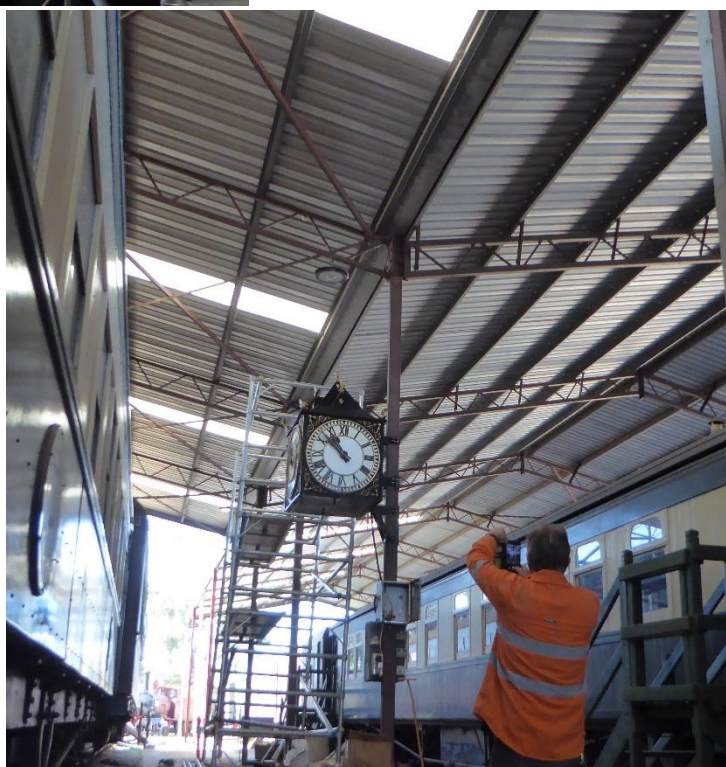
The 1905 Perth Railway Clock, now restored, was erected on 31 August by John Cole and Bruce Keay under the main museum roof.

The intention is to leave the clock running and to turn on the lights only when needed at nighttime or an event. Members should know that the three faces are mechanically connected and have no adjustments. The last task is to prepare an as-constructed book with operating and maintenance details for future members.

Photographs show partially lifted and fully in place, scaffold is left for final adjustments and will be removed shortly.

Editor: Our records show that the clock arrived at the Museum c1997 after being in private storage. A big thank you to Bruce and John for their meticulous work to restore the clock and get it operational again. This is a great new display item for us.

Research into old postcards and photos shows the earliest date when the clock appears in photo is c1905.



POLO and other SHIRTS

We have paid for the set-up of embroidery using the new RHWA logo at Total Workwear, 27 Farrall Rd, Midvale, so you can order polo shirts and work shirts directly and individually.

The current style polo shirt is available (changed to white trim last year as yellow trim is no longer made), and we have included King Gee Work Shirts in Navy for operational rail crew.

Polo shirts – JB's Wear Podium Bold Polo Royal / White - \$30.90 inc logo
King Gee Work Cool Shirt Navy Long Sleeve - \$65.90 inc logo
(short sleeve option for \$60.90)

If you wish to have your name embroidered, it will be an additional \$9.95

Ring them and pay direct on 9274 0815 noting Rail Heritage WA logo.

Any problems – our original quote was QMD 2521.

Why not plan ahead to have them in time - ready for RailFest and then Leschenault Lady steamings?.

ARCHIVES (Graham Watson)

The following requests for information have been received and then dealt with by Jeff Austin.

No.	Subject	Purpose
49	Wagin station photos	Local history
50	Collie depot photo	Self
51	Jarrahdale bauxite train photo	Self
52	S. Rhodes, WAGR employee photo	Local history
53	B. Stevens, WAGR employee record	Family history
54	J. Kevan, Wiluna	Family history
55	Z class diesel photos	On-line site

Members will be of course, aware of the existence of the Archives but those of you who do attend the Museum may not be aware of the extent of them so here are some images to remedy this situation.

These images show the two inner rooms where not only does the work of cataloging take place but also where the majority of the documents, plans photos magazine and books are stored.





Members who attend the monthly meetings are always welcome to inspect the Archives after the conclusion of the meeting



With all of this research material available, we invite members to make use of it either for your own personal interests or for research for articles and other publications.

If members are interested in availing themselves of the opportunity, please contact myself so a mutually convenient time can be agreed upon for your visit.

Archivist@railheritagewa.org.au



Mount Lawley Subway

The Archives have recently obtained photos which are sure to be of interest, of the rebuilding of the Mount Lawley subway which took place from mid-1939 to mid-1940.



RESTORATION AND MAINTENANCE (Ian Studham)

Despite the atrocious weather we have endured in recent months we are still hard at work on multiple fronts at Bassendean and Boyanup.

GM 1 – while there is not much visible change to the loco on the outside there has been plenty of background activity and internal work.

Representatives from United Group visited and conducted a thorough inspection of the externals of the unit, including the rust problems around the windscreen. They have been asked to give us a quote for the full external rehabilitation of the loco right up to 2-pack paint finish. Within this there are several scenarios, ranging from them doing literally everything from strip-down and panel replacement to finished product, or having us do some of the strip down work and preparation for specific stages of work. UGL have indicated it's likely to be cheaper if they can fit the works in around their other priorities. In any case, we await their reply.

Pre-empting some of that process, Brayden has already removed a couple of the side panels on the north side in order to get to the battery box cabling. Some of this needs replacement and given that it's routed through piping that emerges under the boxes and behind the side panels, the call was to take off the panels involved to gain access. Removal of the panels and subsequent exposure of the carbody frame has revealed plenty of rust and given us a good idea of the significant extent of the work required on the frame before the panels are re-installed. It's not all bad however – most of the rust is surface only and there doesn't appear to be any significant wastage of the side framing members.



The image shows the exposed carbody framework at the back corner of GM 1. Plenty of surface rust but overall quite sound.

The side panels themselves are either fibreglass with metal reinforcing or sheet metal with perimeter framing pieces welded on. The sheet metal panels are generally in good condition but the fibreglass versions are showing warping and also



rusting of the steel reinforcement enclosed within the fibreglass and thus causing bulging and cracking. This explains the deformed and warped lower sides of the GM – as all these lower side panels seem to be the fibreglass types.

One of the lower side fibreglass panels from GM1 showing the rusted reinforcement metal and the split it has caused in the panel.

The old batteries, which are long-dead with no chance of revival, have been removed. Then work was undertaken to clean and re-paint the internals of the battery boxes. The steel grates on which the batteries sit have been taken out and are now being cleaned down, rust-proofed and coated with a bitumen-based paint. The same process is being applied to the boxes themselves. Once done the buffer timbers at each end of the boxes will be reinstalled and Brayden plans to initially install a set of secondhand batteries – not with the intention of turning the engine over, just to enable the lights to be turned on and control circuits to be verified.

Brayden is basically leading the charge on the GM and has been spending a lot of time in the electrical compartment. Some wires were cut but not removed, so he's tracing those circuits and fortunately is being able to simply re-crimp the ends of many and reconnect them to their appropriate terminals. Some however will need complete replacement but for the most part these appear to be power circuits running out to light switches and suchlike. There are some larger cables that will need to be-run but that's for later. His initial aim is to be able to get the lights on.

The rust around, and underneath, the driver's side windscreen is widespread and, in some cases, has caused disintegration of the metal in localised areas. It remains to be seen if that becomes a job for an external party to tackle or whether we deal with it before the loco receives other attention. The driver's dashboard and some controls have been removed in order to stop water ingress to prevent further damage, and this has served to allow internal access to the rusted areas.

S 549 – the Sammy remains serviceable but Brayden and Noah have been working on the lubricator which continues to have some niggling problems. Kirk has taken on the job of rehabbing the ventilation hatch cover in the cab roof – plenty of rust in this assembly so the whole lot has been taken down. The frame has been cleaned and wasted areas built up with weld and ground back to spec. The actual hatch plate is beyond repair and will require some new plate, which Kirk will then re-weld the frame onto.

B class – Johnno and Noah have been slowly working on B 1601 with a view to re-activating this unit. We have a need for a bigger shunting unit to move the larger standard gauge cars around, and the B has long shank drawgear so despite being narrow gauge can affectively couple along the standard gauge centreline. It's early days yet but the guys have been working their way through the cab instruments, brake valves, and various linkages which control the engine and transmission. Everything was covered in dust and either seized or very stiff from many years of inactivity but is now gradually returning to a state of good order. Johnno ordered and took delivery of a new stainless steel control benchtop to replace the old version which was just about rusted through. The cab roof of the B class leaks and this has not helped, although it's been stored under the back roof for many years so none of the damage is new. It's acknowledged that dealing with the leaky roof is one of the jobs on the list.



Y 1116 – Garry, Ian and Mick at Boyanup are just about wrapping up work on the full cosmetic restoration of our Y class at Boyanup. The loco saw sunshine earlier this year when it emerged for the day during our April open day when we had G 233 running, and then went back inside for further work.

Gary with the beautifully painted Y 1116 at Boyanup.

Since then, the guys have given the cab a very thorough going over, repairing and re-affixing the ceiling timbers and replacing some rotted timbers with newly

fashioned tongue and grove pieces. They worked down from there, cleaning, repairing and fully repainting everything to the extent that the cab looks like new.

The cab doors were professionally reglazed replacing the broken glass. We're just waiting for the seats to be returned from the upholsterers – they were severely degraded, so the call was made to have them properly re-trimmed, so they'll look their place in the cab. The guys also finished off the external works with a clean-down and repaint of everything below the running board – so the bogies and all other undercarriage gear look sharp in a fresh coat of black.

This little team has done a terrific job and this loco looks better now than it has in a very long time – of course the conversation leads to “why don't you get it going?” This is not beyond the realms of possibility in the future, but the answer is that we don't need it running at present and the expenditure and manpower required isn't warranted at this stage.



Over in the coaching side of things, Graham and Kevin continue work on **AY 452** in the Museum at Bassendean.

The roofline repairs are now well and truly complete on this car and attention is now focussed on paint prep and sealing along the joints on the north side which will be followed by a fresh topcoat of larch green and cream.

AY 452 showing the prep work being undertaken before a full external repaint.

Colin has been chipping away at **AVL 314**, with all the main sills freshly sanded and new coats of protective paint along the top surfaces of the sills where the varnished top-timbers screw onto.

James has continued his efforts on the **ZF van** on the top platform and has now applied topcoat paint to the entire vehicle. Unfortunately, the new paint ordered to finish the job is a different tint to the previous despite being the same colour name and from the same supplier. The silver lining is that James reckons it's better colour so is now looking at applying it to the other 3 sides of the van as well for uniformity.

Philippa, in between her many other jobs, has found time to sand and undercoat the south side window line panels of buffet car **AYS 461** "Boulder". This has also involved sanding off considerable areas of graffiti so it hasn't been the quickest of jobs, but this area is now looking better than it has for years and has basically kick-started the external works on this car which will involve the sanding and repainting of the whole car plus finally getting the new lower sheet metal sides installed.

I've been working my way through the "Young" type windows in **AQA 343**. This is the former ambulance car fitted out for emergencies up in the Avon Valley. It's a former sleeping car gutted of its compartments but still has plenty of its former appointments – we're hoping to place this car on permanent loan to a kindred body so with that in mind I've dealt with the windows which, apart from being covered in graffiti, were mostly seized. This is somewhat specialized work as these types of windows are complicated bits of gear – specifically these are the chromed frame windows with upper and lower glazes which were installed in the Australind cars and in many of the country cars in the 60's. Somebody with no knowledge of these windows could easily damage a set beyond repair trying to get them out so I thought it would be better to sort them out before the car went anywhere. The window size in the AQA is identical to our ARA's, AQL 288 and AQM 292 and we don't have any other stocks or back-ups, so if we don't have any luck placing this car on permanent loan and decide to sell it we can remove the windows beforehand and keep them as rare spares.

We were lucky to be able to receive some timber, items of machinery and other materials from the **former WAGR Midland Workshops** recently. The sale of the main buildings is now being dealt with and the final disposal of significant amounts of material is being organized. Development WA gave us the opportunity to select some items which did not have heritage protection orders on them within the shops, and we were granted everything we asked for. We thank them for their support and their consultant Helen Munt for her time and flexibility.

As a result, a bit of our time in recent weeks has been taken up with gathering and removing the material granted to us. This includes the large bandsaw which resided in the mill in Block One, a small furnace which was found in Block 2 but would have come from elsewhere on the site, a pedestal grinder which will go to Boyanup, several packs of narrow-gauge sleepers in very good condition which will also find their way into the sidings at Boyanup, some loco stands and pit boards. We're also getting a horizontal boring machine from Block 3 but that is yet to be moved.



Some of the timber we have received from Midland Workshops.

The biggest load by volume was a truckload of timber including some lovely Oregon beams which very likely once formed part of the “Long Shed” which stood down past the paint-shop in the Workshops.

This shed was the storage location of all the timber used in the coaches and wagons and in itself was a magnificent structure dating from the very early years of the workshops, despite looking like a nondescript galvanized iron shed from the outside. The beams we have received are significant pieces of timber and would have been milled around the turn of the 20th century so are pieces of history in their own right.

More importantly, we have a use for these beams which will be new headstocks and platform framing beams for veteran carriage AL 40. This car was built in the US and consequently had a lot of Oregon (Douglas Fir) used in its framing. Many years of outside display at Bassendean prior to any shed cover took its toll and AL 40 has been off display for quite some time due to the perilous nature of the end platforms.

The relatively light nature of this car's construction has meant that using heavier WA hardwood to replace the framing and headstocks was inadvisable due to the weight these timbers would have imposed on the ends of the car. Being able to take possession of these Oregon beams means that we won't have to look at sourcing equivalent timber commercially when we get to replacing the platform structures on the 1892-built AL 40.

We did a shunt in the last couple of weeks which released the former RAC class bank scraper wagon from deep down the storage roads out back. This is a former RA class low sided bogie wagon which is destined to be transferred to Boyanup where we plan to convert it into an open wagon for passengers in similar style to the Hotham Valley Forest train and Bennett Brook's converted RAs.



This shunt also was the first movement over the newly installed turnout which has allowed us to regain access to storage roads 4 and 5 out the back and has resulted in several wagons being able to go back down those roads rather than blocking up the diagonal track – i.e. – more room.

This event was also worthy of recording as it was the first shunt using ST 1 under our accreditation. It was very useful to have two shunting tractors once again in service. (P Rogers)

We also moved sleeping car AQZ 423 out from inside the Museum onto the put where we can access the underside – she has a dead set of batteries which can come out for recycling, after which she will eventually move in under the shed for further work on the north side roofline which needs stripping back to address the fact that all the screws are rusted and the timbers are bouncing about in the wind...



Freight wagons now stored on the recently rebuilt turnout between storage roads 4 and 5 out the back.



AQZ 423 now over the pit and having its old batteries removed.

The old batteries from AQZ 423. These are Exide lead acid 2 volt cells that we were fortunate enough to be able to salvage from retired ADG railcars in the early '90's when they were only a couple of years old – as indicated by the "90" stencilling which gives the year of manufacture.



These batteries provided many years of service in our coaches but 32 years later have very definitely reached the end of their life – so off they go to the salvage yard to bring us a few more dollars.

One of the big efforts in the past month has been the filling and despatch of a large 7 cu metre skip bin of broken slabs, cement and other building rubble. All this has been lying around Bassendean for years as slabs get damaged, removed and dumped in the reject pile, and some of what was loaded was builders' rubble dating back to the removal of the old toilet block on the platform. Dominic put in some hard yakka over several weekdays, firstly gaining access to the various piles of rubble and then physically loading them into the front-end-loader so they could be dropped into the skip.

Access was tricky and nothing about moving this stuff was light or easy. The rest of us bogged in on the weekend to finish the job but the lions share was dealt with by Dom so a top effort there are great to see all this stuff finally removed from Bassendean.



SOUTHWEST RAIL AND HERITAGE CENTRE (Alasdair Kenyon)

Our visiting attraction this month was a display of vintage and veteran motor cars from around the south-west, which together with a mini garage sale by the Men's Shed, seems to have increased our visitor numbers, despite heavy showers moving in at lunch time. The Picnic Van also had an excellent day, having sold out of cakes and sausages by closing time.

Overall, we had 110 adult and 38 children through the gate over the day, our best non-steam day this year. There was even a queue at the gate at times!

On the infrastructure side of things, the new entrance gates made by the Blacksmiths are ready to be installed, hopefully in time for the next open day. In conjunction with RHWA an application to upgrade the power to the Centre has been lodged with Western Power.

LOCOMOTIVE HISTORY (Jeff Austin) - **C 1703**

The WAGR purchased many locomotives from English Electric, the first of these being the C class 60 years ago. This is the story of C 1703.

In June 1961 the WAGR advertised tenders for 6 main line diesel-electric locomotives, with a closing date of 28 September. Tenders were received from six manufacturers and in December 1961 it was decided to split the contract and award 3 locomotives each to Clyde Engineering and English Electric. The Clyde locomotives became A 1503-1505, while the English Electric locomotives were C 1701-1703.

The three English Electric locomotives were built at the company facility at Rocklea, Queensland and were a development of the Queensland Railways '1250' class. They differed from the QR engines in having a more conventional 'American' cab. They were 1388 HP Co-Co hood units with an EE 12CSV engine, weighing 89 tons. At the time they were the most powerful 3'-6" gauge locomotives in Australia. Each locomotive cost £99,000.

C 1703 (Makers No.A.058) was completed in mid July 1962 but stored for 6 weeks while awaiting a ship with heavy lift cranes. It was loaded onto the MV *Vanoise* on 17 August and transported to WA, arriving at Fremantle on 10 September. It was then unloaded and sent to Midland Workshops for final assembly and trials. C 1703 was the first of the class to enter service on 24 September 1962.

The C class originally operated passenger and goods trains between Perth and Kalgoorlie. '1703' was noted on many occasions in 1963 hauling No.83/84 Exp *The Westland* and No.85/86 Pass *The Kalgoorlie*. They were not as popular as the A class for passenger working and in time were mostly used on goods trains.

'1703' was also used to haul bauxite trains from Weston Street to Jarrahdale in 1966, when the allotted locomotive A 1506 was away for repairs. This demanding work required an adjustment of the vacuum braking system, as the engine was not fitted with dynamic brakes.



C 1703 hauls a goods train through Windmill Cut, 23 March 1974 (Jeff Austin)

After the standard gauge railway opened in the late 1960s, '1703' was found mostly on passenger and goods trains from Perth to Geraldton.



On 27 April 1975 it was even used to haul the ARHS 110th tour from Perth to Bolgart. (Jeff Austin).

From 1978, '1703' was transferred to Avon Yard and spent several years working there before periods at Narrogin and Geraldton. By 30 June 1984, '1703' had travelled 2 million kilometres.



C 1703 hauls an UP goods near Brookton, 12 March 1984 (Jeff Austin).

Its career had not been without incident, for it was out of service for 4 months with collision repairs in 1978 (details unknown) and again in August 1986 when it collided with N 1878 at Forrestfield, requiring 6 months out for repairs.

C 1703 hauls 23 coaches on the HVTR tour to Donnybrook, 6 April 1985 (Jeff Austin)



The final years in Westrail service were mostly based at Forrestfield depot, where it hauled No.9/10 Pass *Australind* and suburban loco-hauled passenger services.

'1703' was written off on 20 September 1991 and stowed at Forrestfield.

In October 1992 it was sold privately, but for use by Hotham Valley Railway, and towed by fellow English Electric locomotive, F40 to the HVTR depot at Pinjarra. The engine was then used to haul many HVTR tour trains, to destinations as varied as Mukinbudin (1993), Quairading (1994), Greenhills (2001) and Balingup (2002). After HVTR ceased to run main line trains in 2005, '1703' was hired out at times to track maintenance contractors for hauling rail and sleeper trains. Ownership of '1703' has since been transferred to HVTR.

The final duty on the main line for '1703' was hauling the commemorative ANZAC special train from Midland to Fremantle on 31 October 2014. This was a celebration of the journey by soldiers in 1914 from Blackboy Hill camp at Greenmount to Fremantle, and the embarkation for Gallipoli.



C 1703 hauls the ANZAC special near Ashfield, 31 October 2014 (Simon Barber)

Following the return to Pinjarra from this train, '1703' was taken to Dwellingup. It has since been stowed at Dwellingup with classmate, C 1702.

AROUND THE STATE (Simon Barber)

PACIFIC NATIONAL

NR89 and NR56 worked into the new Flashbutt depot at Kenwick on 29 July as 6P26, hauling railset wagons from Liberty Primary Steel at Whyalla. The site is known formally as the Kenwick Intermodal Terminal. This was the first service into the depot, which has replaced the former facility at Bellevue, having been in operation since 1979. The land at Bellevue is required for future passenger operations of the Public Transport Authority, as well as provisioning and servicing requirements of new railcars by Alstom. (See Watco item below for further information.)

METRONET / PTA

Midland Line Shutdown

The planned closure of the Midland line in September 2022 for works associated with the Bayswater station project has been postponed until early 2023. This will enable the line to remain open for the 2022 Royal Show, and there will not be an impact on the proposed opening date of the Airport line on 9 October.

First C Series Railcars Unveiled

The first of the C-set railcars, Set 127, was unveiled for the media at Bellevue on 14 August. High voltage testing at the Alstom facility has been completed. For approximately 12 months, the new train will travel along the Mandurah and Joondalup lines, outside of passenger service operating hours, to test it in a live environment. This will include testing braking and acceleration, operational systems, passenger comfort, and energy consumption to ensure the train is ready for passenger services from late 2023. This is the first of the order of 246 suburban railcars and 6 Australind cars. The new C-series will initially operate along the Joondalup and Mandurah lines to maximise capacity along the two busiest lines.

Airport Line Opening Date 9th October has been announced for the Forrestfield – Airport Link project. The railway will be termed the Airport Line and will also see the rolling out of a series of connecting bus services. It is anticipated that an average of 20,000 passenger trips will be made each day on the new rail line in its first year of operation, increasing to 29,000 by 2032.

Armadale Line Shutdown The closure of the Armadale line for major works has been deferred until late 2023, with additional components added to the original schedule. The Victoria Park-Canning Level Crossing Removal Project, to be delivered by the Armadale Line Upgrade Alliance (Acciona Construction, BMD Constructions, WSP and AECOM), will also include removing William Street level crossing and building a new elevated Beckenham Station after federal funding was committed to the project.

This will now see the project:

- replace six level crossings at Mint Street, Oats Street, Welshpool Road, Hamilton Street, Wharf Street and William Street with elevated rail
- build five new elevated stations at Carlisle, Oats Street, Queens Park, Cannington and Beckenham
- create around six hectares of versatile public space and better community connections through elevated rail.

The Byford Rail Extension contract has been awarded to MetCONNx Alliance (Laing O'Rourke, Pritchard Francis Consulting and Kellogg Brown & Root) and will help create better transport connections for Serpentine Jarrahdale through:

- a new ground-level Byford Station with around 400 parking bays, a bus interchange, and pedestrian connections
- elevating rail through Armadale, with a new Armadale Station
- removing eight level crossings at Armadale Road, Forrest Road, Church Avenue, Seventh Road (pedestrian level crossing), Byron Road, Eleventh Road, Thomas Road and Larsen Road – with works already underway on the Thomas Road project.

[Further news on Metronet works at <https://www.metronet.wa.gov.au/news/latest-news>]

WATCO

During early August, Watco ran a series of trains to clear the Flashbutt yard at Bellevue of rolling stock. This was required as the yard is to be redeveloped for PTA passenger rolling stock activities. G511 arrived from West Merredin on 1 August with a fleet of RFAM ballast wagons. On the following day, it then worked to Avon Yard with all but two of the wagons. GL110 hauled the final four standard gauge wagons, the two ballast wagons and two rail wagons, out of the yard on 3 August and stabled them at Forrestfield. Shortly afterwards, DR1565 and DR1564 hauled 4RT1 rail wagons away from Bellevue, heading to Jennacubbine, with the locos returning to the Flashbutt light engine during the evening. Then on 4 August, DR1564 and DR1565 departed with 3 narrow gauge wagons for Brunswick Junction as 5BT1, this being the final movement to clear the yard.

Also removed from the Flashbutt compound on 4 August were two stored track recorder cars, RC701 and 9440. These vehicles were bound for the Hotham Valley Railway by road transport.

DR1565 and 1564 ran light engine from Forrestfield to Bellevue on 17 August as 4WL1 to undertake coupler testing with new Alstom built railcar set 127. The pair was subsequently stabled in the former Flashbutt area, near the Alstom test shed.

Two of WATCOs locos passing through Museum in August. (P Rogers)



GENERAL NEWS

ADL / ADC Railcars

The former Perth suburban ADL / ADC railcars, which later went to Auckland, have now been withdrawn from service and the Papakura to Pukekohe shuttles have been replaced by a free bus until the electrification of the section is completed in late 2024. 12 August was the last day of ADL service with 801, 806 & 807 running the shuttles, and 809 as spare.

All twenty ADL / ADC railcars have been placed into storage on the Glenbrook Vintage Railway. To commemorate the ADLs 29 years of service to Auckland, over the weekend of the 23 and 24 July, Auckland Transport held a fun day at Papakura from where people caught a double ADL service to Pukekohe, transferring to the Glenbrook Vintage Railway's DBR hauled carriage train for a ride over the Mission Bush branch before returning by ADL to Papakura. The event proved popular with the GVR train being sold out. The railcars have been offered for sale, but there has been no interest from preservation groups to date.



ADL807 and 802 run a shuttle trip at Pukekohe on 24 July 2022. Many thanks to Robert Sweet for providing information and the above photo.

FROM



(Jane Patroni)

Rain, Grain and Trains.

Rain certainly makes a difference and haven't we seen the results of the recent rains with over 40mls recorded in some places around Merredin. Of significance, were some flooded areas around the Baandee Lakes which halted rail traffic recently. Not only are the town gardeners smiling skyward with delight, but also our farmers, for whom the looming grain season is not without its challenges. There is still a long way to go before the grain is safely in the bin!

P97.54(2) Merredin Townsite - Wheat Trains 1930's



Wheat Trains in
Merredin
Townsite 1930s

1953 Floods

P97.99(30) 1953 floods



The following is an excerpt from the *WA Railway Institute Magazine* (January 1976; Vol 73-No1. p20) entitled: Merredin District Hears of Grain Challenge 76:

*Westrail faces one of its greatest operating challenges with the massive grain harvest of **4.6 million** tonnes in Western Australia.*

*Westrail Freight Superintendent **Merv Gebert** and CBH Assistant Country Grain Handling Superintendent **Alan Grey**, recently did a wheatbelt sweep to talk with Westrail and CBH country personnel on the methods by which the task can be met.*

(The) immediate task for the Merredin District is to keep grain moving into West Merredin at a rate that will avoid the country bins filling beyond capacity during the critical periods of receivals.

*At the **meeting Transport Clerk Bob Gutteridge, District Traffic Superintendent Neville Ward, Yard Master Mick Kirby, Acting Shed Foreman Ray Mounsey and CBH staff Terry Roads, Peter Steven and Bill Reynolds** presented an operating formula to cope with the program in the Eastern Wheatbelt.*

NB: Total grain production in WA for the 2021 growing season was calculated at just over **24 million tonnes** – 30 percent higher than the previous record years (Grain Industry Association of Western Australia; 2021).

A recent highlight on our Museum social calendar was a visit from the members of the **Nangeenan Progress Association** who, with renewed interest and finance, have purchased the historic but ailing stone building once used as the Hall. Nangeenan – approximately 11kms west of Merredin was the site of a “state farm” a term used at the time for a research station of the WA Department of Agriculture. Over the years the Hall was the hub of community events especially dances, where many young people found their future partners!



Nangeenan Rail Siding 1927



Disused Narembeen line running parallel to Standard Gauge at Merredin. (left)

Disused Bruce Rock line heading into Merredin (below)



Merredin silos



RAILFEST 2022

Please see attached poster.

If you are available to assist on 2 October, please contact Philippa on president@railheritagewa.org.au

MUSEUM ROSTERS

Wednesdays

Date	Duty Officer / Sales 1	Sales 2 & Greet	Site supervision
7 Sept	G Bradley		B Horton
14 Sept	A de Smalen		S MacKay
21 Sept	G Bradley		B Horton
**28 Sept	B Williams		D Ingram
**5 October	G Bradley		B Horton
12 October	A De Smalen		Volunteer reqd
19 October	G Bradley		B Horton
26 October	B Williams		D Ingram

** school holidays – Museum opens 11am Wednesdays

Sundays

Date	Duty Officer / Sales 1	Sales 2 & Greet	Site supervision
11 Sept	B Williams	Curtis Perry	C Forsey
18 Sept	A De Smalen	B Keay	D Raines
25 Sept	G Higham	L McBeath	M Miles
2 October	RAILFEST	Special Roster	
9 October	B Williams	Curtis Perry	C Forsey
16 October	A De Smalen	B Keay	D Raines
23 October	VOLUNTEERS	REQUIRED	
30 October	G Higham	L McBeath	M Miles

If you are unavailable for your roster, please contact Brian Williams on brianwilliams@railheritagewa.org.au with as much notice as possible.

If you are able to assist on one of the days when we are short, also please see Brian.